

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5080

晚八廿月二十年四十三緒光

TUESDAY, JANUARY 19, 1909.

二拜禮

號九十月正英港香

\$35 PER ANNUM.  
SINGLES COPY 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000

RESERVE FUNDS ..... \$14,000,000

Starling ..... \$1,500,000 at 1/2 = \$1,500,000

Silver ..... \$14,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

H. G. Barrett, Esq., Chairman.

Hon. Mr. W. J. Gresson—Deputy Chairman.

H. G. Barrett, Esq., R. Shaw, Esq.,

G. S. Gubbay, Esq., Hon. Mr. H. A. W. Slade,

W. H. Hulse, Esq., H. E. Tomkins, Esq.,

G. R. Lumsden, Esq.,

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 1/2 per Cent. per Annum.

For 12 months, 4 1/2 per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 15th October, 1908. [20]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,350,000

ABOUT MEX. \$7,222,222

RESERVE FUND ..... GOLD \$3,350,000

ABOUT MEX. \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THORNHILL HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND,

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Descrip-

tion of Banking and Exchange Business,

receives Money in Current Account at the

rate of 2 1/2 per cent. on daily balances and ac-

cepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 2 1/2 per cent. per annum.

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [18]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000

RESERVE FUND ..... £1,200,000

RESERVE LIABILITIES OF PROPRIETORS

..... £1,200,000

TOTAL ..... £3,600,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " 3 1/2 "

" " " 3 " " 2 1/2 "

JOHN ARMSTRONG,

Manager.

Hongkong, 13th May, 1908. [21]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,752,884.84

(about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarra, Sourabaya, Cheribon,

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000

RESERVE FUNDS ..... " 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, OHIO, TIEN-TSIN,

KOBE, PEKIN, NEWCHANG,

OSAKA, DALNY, PORT ARTHUR,

NAGASAKI, LONDON, NEW YORK,

LYONS, SAN FRANCISCO,

NEW YORK, HONOLULU,

MUKDEN, TIENTSIN,

BOMBAY, SHANGHAI, CHANG-CHUN,

HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposit:—

For 12 months ..... 5 1/2 per cent.

" 6 " ..... 4 1/2 "

" 3 " ..... 3 1/2 "

TAKAO TAKAMICHI,

Manager.

Hongkong, 12th September, 1908. [17]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 2 1/2 per

cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [2]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sch. Tael: 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,

Kobe, Peking, Singapore, Tientsin,

Tsinautsu, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Königliche Seehandlung (Preussische

Staatsbank),

Direction der Disconto-Gesellschaft

Deutsche Bank, S. B. Schroeder,

Berliner Handels-Gesellschaft,

Bank für Handel und Industrie

Robert Warshawsky & Co.,

Mendelssohn & Co.,

M. A. von Rothschild & Soehne, Frankfurt

a/M.,

Jacob S. H. Stern,

Norddeutsche Bank in Hamburg, Hamburg,

Sal. Oppenheim Jr. & Co., Köln,

Bayrische Hypothek und Wechselbank,

München.

LONDON BANKERS:

Messrs. N. M. ROYTSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED,

DEUTSCHE BANK (BERLIN), LONDON AGENCY,

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOHN,

Manager.

Hongkong, 4th December, 1907. [23]

## Entimations.

### CHRISTMAS WEEK!

### CHRISTMAS WEEK!!

Remember there is such a place

in TOWN, by name THE SAVOY,

where you can obtain your Christ-

mas Outfit at Cost Price.

Do not ponder over the offer.

Call and see with your own eyes

and you will be satisfied.

Hongkong, 10th December, 1908. [35]

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar

at pupil's residence.

Evening engagements for Dances and

Concerts.

Apply to—

E. J. LOPES,

Ojo Hongkong Telegraph Office.

Hongkong, 9th March, 1908. [40]

## Mails.

### PENINSULAR AND ORIENTAL

### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DEVANHA Capt. W. Hayward, R.N.R.	About 21st Jan.	Freight and Passage.
LONDON, &c., via usual Ports	DELHI Capt. J. P. Andrews, R.N.R.	Noon, 23rd Jan.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID	SUNDA Capt. G. M. Monford, R.N.R.	About 27th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORE Capt. G. Phillips	About 30th Jan.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th January, 1909.

## Entimations.

### LANE, CRAWFORD & CO.

### TAILORING DEPARTMENT.

### SPECIAL OFFER FOR ONE MONTH OF OUR

### SUPERB STOCK OF SUITINGS

at the following Exceptional Prices For Cash.

SCOTCH and CHEVIOT TWEED SUITS, ANGOLAS, CASHMERES and LLAMAS, at \$35, \$38, \$40 and \$45.

BLUE and BLACK SERGES, VICUNAS, &c., at \$35, \$38 and \$40.

Cashmere Trousers	...	...	\$12.00, \$14.00, \$16.00
Fancy Vests	...	...	7.50, 8.50, 10.00
Overcoats	...	...	35.00, 40.00, —
Dress Suits, Silk lined	...	...	75.00, 85.00
Dress Dinner Suits, Silk lined	...	...	70.00, 80.00

NOTE.—All above Materials are quite NEW and of the very best quality and Latest Patterns.

### LANE, CRAWFORD & CO.

Champagnes, Sherries, Maras, Madeiras, Ports, Brandies, Gins, Whiskies, Claret, Burgundies, Vermouths, Bitters, Liqueurs, Ales, Beers and Stouts.

Telephone No. 75.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.

Hongkong, 11th December, 1908. [31]

## Hotels.

### HOTEL PLEASANTON,

No. 17 Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished. Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1908. [15]

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRIZE, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909. [27]

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

### CHINESE NEW YEAR HOLIDAYS.

HONGKONG-CANTON LINE.

Steamers to and from Canton will run as usual.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

On FRIDAY and SUNDAY, 22nd and 24th January.

S.S. "SUI-AN" will run Excursions to Macao leaving Wing Lok Street Wharf at 9 A.M. and returning at 5 P.M.

N.B.—There will be no morning steamer from Macao or afternoon steamer from Hongkong on the above dates.

SATURDAY, 23rd January.

There will be no morning steamer from Hongkong or afternoon steamer from Macao.

CANTON-MACAO LINE.

The S.S. "HOI SANG" will be laid up at Macao from FRIDAY, 22nd, till MONDAY, the 25th instant.

CANTON-WUOHOW LINE.

The West River Service will be suspended from the 22nd till 25th instant.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Manager. [95]

Hongkong, 21st June, 1907.

FOR

LUXURY AND COMFORT, FRESHNESS AND EXCELLENT CUISINE,

STAY AT—

### THE GRAND CARLTON HOTEL.

Hongkong, 5th December, 1908. [13]

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BEUMENTHAL,

## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES

For STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBALTAR, SOUTHAMPTON, ANTWERP and HAMBURG..... "PRINZ EITEL FRIEDRICH" WEDNESDAY, Noon, 27th January.  
 MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE..... "PRINZ SIGISMUND" THURSDAY, 5 P.M., 28th January.  
 SHANGHAI, NAGASAKI, KOBE and YOKOHAMA..... "PRINZ REGENT LUITPOLD" About THURSDAY, 28th January.  
 KUDAT and SANDAKAN..... "BORNEO" Beginning of February.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 15th January, 1900.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, BALAZIP..... Ailland ..... 1st Feb., P.M.  
 MARSEILLES, VIA PORTS..... SYDNEY..... Rebutat ..... 2nd Feb., at 1 P.M.  
 SHANGHAI, KOBE, YOKOHAMA..... TOURANE..... Lancelin ..... 15th Feb., P.M.  
 MARSEILLES, VIA PORTS..... POLYNESIE..... Broc..... 16th Feb., at 1 P.M.  
 Transhipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
 Through Tickets to London via Paris from £27.10 to £71.10. 30 hours' railway from Marseilles to London.  
 Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th January, 1900.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	1st half Jan.	SHANGHAI	1st half Jan.
TJILIWONG	JAPAN	1st half Jan.	JAVA	1st half Jan.
TJIKINI	JAVA	2nd half Jan.	JAPAN	2nd half Jan.
TJILATJAP	JAVA	1st half Feb.	SHANGHAI	1st half Feb.
TJIBODAS	JAVA	1st half Feb.	JAPAN	1st half Feb.
TJIPANAS	JAVA	1st half Feb.	SHANGHAI	1st half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

YORK BUILDINGS, 1st floor,  
Hongkong, 4th January, 1900.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS,  
WEST RIVER BRITISH S.S. COMPANY'S.

Wharfedale 14th March, 1900.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery, are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 31st, 1901.

## Shipping—Steamers.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
 Departure from Hongkong at 10 P.M. (Saturdays excepted).  
 Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

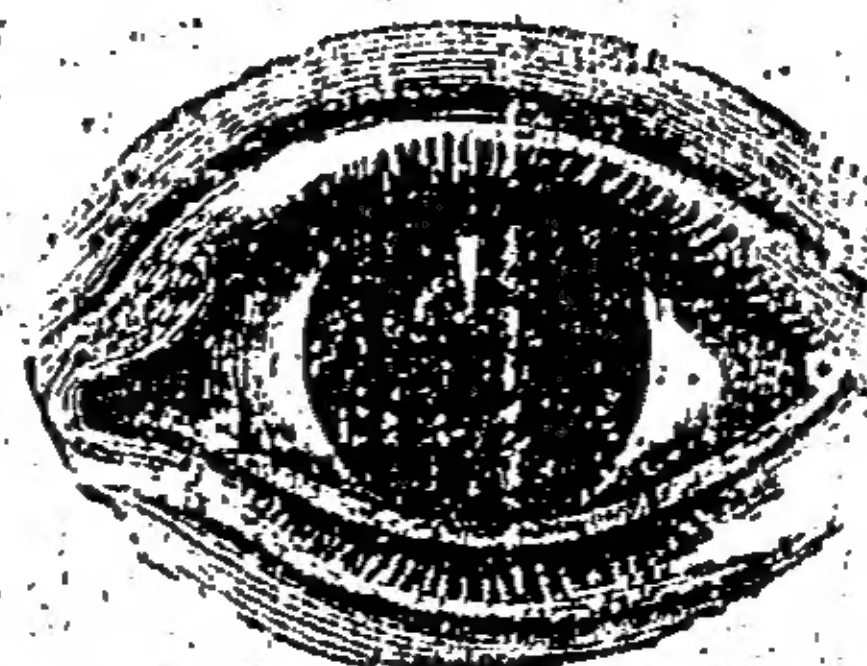
For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1900.

## Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight."—free.

LONDON,

CALCUTTA,

SHANGHAI,

1, John Street, Bedford Row, W.G.

59, Bentinck Street

565, Nanking Road

Hongkong, 8th March 1900.

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE  
 Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A METAL SEAL advertising COGNAC.

Is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a jump of sugar. COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France). CALDERON MAGREBON & Co., Hongkong.

## Intimations.

## CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 19 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, 22nd and 23rd inst.  
 Hongkong, 16th January, 1900. [97]

## THE CHINA AND MANILA STEAMSHIP CO., LD.

HONGKONG, AMOY AND MANILA.

As a special inducement to intending Visitors to the Philippine Carnival, we are offering a reduced fare of \$60 for passage to Manila and return by our S.S. "ZAFIRO" sailing SATURDAY, the 30th Jan.

Tickets issued at this reduced rate will be available for return by either the S.S. "ZAFIRO" leaving Manila on 7th February or the S.S. "RUBI" leaving Manila on 18th February.

Hongkong, 11th Jan., 1900. [77]

## MANILA CARNIVAL.

February 2nd to 9th, 1900.

REDUCED RETURN FARE of \$60.00 available for 6 weeks will be issued for the following Passenger steamers:—

Leaving Hongkong

"TEAN".....26th January.

"CHANGSHA".....31st

"TAMING".....2nd February.

Hongkong, 16th January, 1900. [94]

## THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members. Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY,

84, Piccadilly, W.

London, 19th August, 1900. [766]

## PHILATELIC NOVELTY PRESENTS.

BAGS OF USED POSTAGE STAMPS.

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPES.

MANILA CIGARS AND CIGARETTES, &amp;c., &amp;c., &amp;c.

Inspection invited.

GRACA &amp; CO.,

No. 27, Des Vaux Road.

## D. NOMA, PROFESSIONAL TATTOOER.

THE EXPERT REMOVER OF TATTOO MARKS.  
 No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minutiae a speciality.

Hongkong, 1st September, 1900. [56]

## FURNITURE WAREHOUSE.

LI KWONG LOONG &amp; CO.,

公司經銷李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at

No. 39, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Armchairs to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson &amp; Co.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1900. [44]

## WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 24 H.M. below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and 24 H.M. below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. San Ki Wan.

Stanley. Sal Tang.

Cape Collinson. Sha Tin Kol.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light houses.

Y. G. FONG, Observer.

18th Jan., 1900.

## Intimation.

Powell's  
ALEXANDRA  
BUILDINGS.

ARE  
NOW SHOWING  
the latest production  
in British  
CARPETS  
in the  
most exclusive  
designs & colourings.

Jute Art Squares  
for Bedrooms,  
from \$9.50.

Kensington Art  
Squares,  
in 3 sizes,  
from \$18.75.

Kidderminster  
Squares,  
all wool,  
Special Thick  
Quality,  
3 by 4 yds.,.....\$37.50  
3½ by 4½ yds.,.....\$50.00  
4 by 5 yds.,.....\$65.00

A Large Variety of  
Velvet Pile  
Squares,  
from 9ft. by 6ft.  
to 15ft. by 18ft.,  
from \$35 to \$200.

Seamless Axminster  
Squares,  
in Artistic Designs,  
3 by 3 yds. 3 by 3½ yds.  
3 by 4 yds. 3½ by 4½ yds.  
4 by 5 yds. 5 by 6 yds.  
from \$50 to \$275.

Hearthrugs  
to match.

POWELL'S  
Carpet Department,  
First Floor,  
ALEXANDRA  
BUILDINGS.

Hongkong, 26th December, 1899.

## CHINA'S FUTURE.

Sir Robert Hart, G.C.M.G., was entertained at a banquet by the London Chamber of Commerce on December 15, Sir Albert Spicer presiding.

The company stood to receive Sir Robert Hart when he rose to respond to the toast of his health and loud cheers. His long address was followed with the closest attention, and evoked much enthusiasm. He remarked that during his 24 years in China he had been at work all day and every day. He was not a genius; he was not a man of great ability, a man of superhuman gifts; but he had, fortunately for himself and the work he had to do, the persistence which always saw him to the end, the patience which did not stop his work because there was delay, and the common sense which he found people were so ready to recognise. (Cheers.) Those were very small qualities, and they did not entitle him by any means to the admiration which he had received. In the reconstruction of the Chinese Customs he kept some very simple ideas before him. One was to get work through quickly, to make as few rules as possible, to make procedure as simple as possible, and to give people who fell foul of the laws of the Customs the credit of doing so rather by mistake than with the intention of fraud—and he found that in that way things went on very much more pleasantly.

He was fortunate enough, too, to have a very fine staff—(cheers)—a staff not of Chinese or Englishmen, in his own office in Peking a year ago they had representatives of 14 different nationalities, working side by side harmoniously and well, and at present there were about 1,500 Europeans and Americans and about 15,000 Chinese employed in the Customs, all carrying on their work very satisfactorily, as was shown by the fact that they heard so few complaints from those with whom they had to deal. One of the rules was,

"FIRST COME FIRST SERVED." The foreign treaties with China had all got the most favoured-nation clause, and the treatment which was given to one man must be given to others: the advantage which one Power got was shared by all the others. That was one thing which had made his work there very much simpler and easier. Chinese trade had been growing, but not to the extent to which those who prophesied about its expansion in 1840 looked forward. Still it had grown, was growing, and would continue to grow. When he first went to China there was only one steamer on the coast, and going from Hongkong to Shanghai in one of the tea clippers of 150 tons belonging to Jardine Matheson he had the pleasure of spending 21 days on board. Now the number of steamers was countless. Only five ports were then open to foreign trade, and but one used to any great extent. At present there were some 40 or 50 at which foreigners were doing business.

RAILWAYS AND TELEGRAPHS. Railroads, too, were now being opened up all over the country, and not to-day nor to-morrow, but in course of time, China would be like a spider's web, with railroads in every direction. The telegraph was also working in a splendid manner and you send telegrams to and from almost any part of China. Another thing that was doing good was the Post Office which was established in almost every town, while in the Northern province of Pechili they had established it in every village. In Peking itself they had now eight deliveries daily. (Hear, hear.) That might sound well to them, but to him, not being a commercial man, it was an awful nuisance. (Laughter.) He remembered the time when they had one mail in the month and so telegrams, they had then an opportunity to read their letters leisurely, enjoy their contents, and think about the replies that ought to be made. Now they had telegrams every minute.

MAILS EVERY DAY. Over Russia and every two or three days by sea, and life was becoming almost intolerable. It was all in the way of trade and, he supposed, paid, but a great many of them longed for the old and quiet days of the few merchant princes in China and the absence of the many who worked from daylight to long after dark. The Chinaman himself was a most industrious man. The one peculiar thing about him was that he was never in a hurry about anything. His idea was that the sun would shine to-morrow, and that the earth had not by any means done going round the sun, and if he could not finish what he was doing to-day, he said, "No matter, to-morrow will do," and he went on to-morrow and lived a happy life in consequence. His idea was never to do to-day what could be put off till to-morrow—(laughter)—and a very good idea that was, because it prevented a man from burning his boats too soon. The truth lay between that and the European maxim to "never put off till to-morrow what you can do to-day," and man's mind must choose which he ought to follow. Sometimes one was right, and sometimes the other. The maxim of Confucian ethics was similarly, "Do not do unto others what you would not have them do to you." The result was the Chinaman let other people live their life after their own fashion, and did not interfere. The result of our superior civilisation was that we did interfere and intervene, and we were sometimes a little too busy. (Laughter.)

THE TRADE OF THE COUNTRY had been developing considerably. Forty years ago the annual shipping tonnage amounted to about 7,000,000 tons, of which 5,000,000 were under the British flag. Last year the tonnage was about 80,000,000 tons, of which nearly 40,000,000 tons were under the British flag. We said competition was the life of trade, and it might be a very good idea on this side, but the Chinaman said competition was the life of trade, not competition, and combination in China had a different sort of meaning. It was the combination which meant to live and let live, which tried to force those who made profits to share some of them with the people who assisted to make them. In the early days of his life in China he recalled

## HIS FIRST PROMOTION.

In the Consular service. His friends and acquaintances came forward to congratulate him on every side, and at the end of the month his cook, instead of sending in the month's bill of \$30 for his chow-chow or food, as before sent him in a bill for \$90. He called in his "boy" and said, "What is the meaning of this? I have been living in exactly the same way, had the same food, eaten the same amount, and you charge me \$90 instead of \$30." "Oh," he said, "suppose master catches chance, boy must catch chance too." The master got luck and the servant ought to have good luck also. And he (the speaker) made his bow in Chinese fashion, and said, "I quite agree with you, but my pay has not been trebled. I have only had one-third added to it." The "boy" put on rather a serious face, and replied, "Oh then have made a mistake can make a change." He took the bill away with him, and two hours afterwards brought it back again charging forty instead of ninety dollars. He quite agreed with that way of looking at life, and they left it thus. There was an unfortunate side to the prevailing custom, and when any of his guests were going out to buy anything he always warned them, "For goodness' sake don't say you are staying at Hart's, or they will make you pay double." The Chinese had a grand way of putting their hands into their master's pockets, and charging just according to his position. The man at the top had to pay. But life went on pleasantly nevertheless, and one could keep on good terms with one's establishment by sharing one's blessings with them—and it was right that should be done in family circles.

## THE SERVANTS IN CHINA.

had been with him almost all the time. He left behind him at Peking a lad who had been with him since 1859—49 years' service in one house! (Cheers.) In that way they kept up a pleasant family circle. The combination of the Chinese was merely to ensure that there should not be the kind of competition which meant death to your competitor. In Canton, for instance, all the boot shops were in the same street; each had its own clients, and they did not attempt to undersell each other. The servants and wage-earners could combine and strike if they liked, but they never did so because the master, recognising their power, paid them wages which satisfied them, and which ought to be paid. As to the future of China if they would imagine what a country of 100,000,000 square miles could produce in the way of food and materials, and what a people numbering 400,000,000 might do if they turned their heads and arms in the right direction—and they were doing so—they would see that there was certainly a future for that country.

## CHINA'S FUTURE ARMY.

He had been rather laughed at for an idea he had given expression to lately in connection with the far distant future of China. The Chinaman was a very reasonable person, and his custom had been to settle matters by voice and not by the sword; he wished to appeal to reason rather than to might, and he had abhorred the military life and the doings of military people. But he found that the competition of European life was coming so close to him that it was absolutely necessary for him, in order to stand on his own feet, to supply himself with those very strong crutches, an army and a navy, and an army and navy he would have later on. But it would be a long time before the Chinese were real soldiers, for they had abhorred the idea of the use of force through so many years that heretofore had made it part and parcel of their composition; and although they could shoot straight and learn a good step perhaps more quickly than a European soldier would, they had not got the heart for fighting, and it would take generations before they had it. But it would come, and their army would increase; and 100, 200 or 300 years they might have their men drilled after quite another fashion. A territorial army of voluntary soldiers might be the best thing in the world, but it did not always supply the greatest number of men that might be wanted. On the other hand, conscription interfered greatly with the happiness of people's homes, but it set people up and gave a nation a great number of men to depend upon. China would, in all probability, mix the two things. He did not think it would ever keep up a very large standing army, but it would very likely in the course of time pass most of its men through training. There were those who might laugh at the Chinaman as a warrior, but when China had 40 or 60 millions of trained men ready for work may be 200 or 300 years hence, he thought the

## CONFUCIAN IDEA OF PEACE.

upon earth instead of fighting would come out, and that huge population and empire would be able to say to the rest of the world: "Now, gentlemen, you must settle your disputes in another way; there must be no more fighting." It was one of the things he looked forward to as a possibility of the future, considering the Chinese character and the effect of the world upon China in the future. Regarding

## POLITICAL MATTERS.

unfortunately the two great people of that country had recently been carried away, the young Emperor and the very clever Empress Dowager, and now the land was being ruled by a comparatively new set of officials. The present Prince Regent, who went to Germany some years ago to explain the unfortunate death of the German Minister at the beginning of the Boxer troubles, was a very able and very intelligent man, and he believed that he would carry on the new kind of work which had lately commenced to show itself in China, work in the shape of progress. There would be railroads, extension of trade and of liberties; there would be a constitution, and there would be strength to stand without support from other people. Every year of his 54 years' stay in China had been interesting; he had had one of the most interesting lives of any man who had ever lived; in connection with the new work and the new people and new surroundings, and in trying to get the right thing done, and to get things done at the right time, but it took a very long time in China sometimes to get things put through.

## RECOLLECTIONS.

He recollected how in 1891 he told the Chinese officials that the appearance of steamers on the coast would interfere disastrously with their junk trade, and it would be well to remove the prohibitions existing against the use of steamers. His idea was approved at the moment in a certain sort of way, but it was thought to be one to be considered well before acted upon. It was acted upon in 1893, having taken them twelve years to decide that that was the right thing to do. They were like an elephant feeling whether the ground was strong enough for it to stand upon; they went very slowly indeed. They had been so much accustomed to a certain kind of life through 3,000 years, that they did not want to change it. Speaking to one of the highest officials of the country some years ago about some unfortunate quarrel that had occurred, he asked him, "Is there any way of getting rid of this quarrel?" The official replied, "Oh yes, you and your friends go home, and then you will have no more of it." The same official said, "You had better let us sleep, as you call it. But we are not sleeping, we are quite wide awake, and we are managing our business and living our own lives in the same way as our fathers did, and we are living happily and well, and do not wish to make any of these changes; but if you will insist upon our making them, we will go farther, perhaps, than you want us to." And then he said, "You, for instance, are rather proud of what you have been doing in the Customs; you think you are a very great man indeed; but we would willingly tax ourselves to the amount which you are collecting to get you and your friends out of the country—not through unfriendliness at all, but through a desire to live the natural life which they had been accustomed to live. And

## THEIR NATURAL LIFE.

had been a happy one. Men had their houses, lands had been properly registered, families were properly looked after by those who owned them, the rich man was never ashamed of his poor acquaintance, and reciprocity was the rule in all the affairs of life. If you gave a Chinaman a cherry he would give you a plum in return, and if you would treat him well he would give you justice, and more. The speaker referred to the work of the statistical department of

## THE CUSTOMS.

which made information available to every merchant, and to the light-houses erected, and other useful work done by the Customs administration. Continuing, he spoke of the large number of steamers now to be found on the inland waters of China, and said that in various other ways work had been going on in a satisfactory manner. The work and the capital invested in it would go on increasing, perhaps not in the percentage it paid but in amount invested, and they had several things to look forward to in the shape of competition—not merely that of their own countrymen, but of the men of other nations and the Chinese. The Chinese were coming more and more into the idea of doing trade for themselves, because they were learning the way. The Japanese, too, were competing for the trade of the world, and in China they went about very much as the Chinaman would do, and were able to do things which the foreign merchants were not able to do; so that he thought, instead of the grand wholesale trade which was called the commerce of the world, there would in future have to be a little more of the retail business done to make things pay. It might be a comedown in terms, but it would be an increase in quantity, and it would be better for the nations of the world. (Loud cheers.)

## Intimations.

CHINESE  
HIGH ART  
BAZAAR  
AT  
78, QUEEN'S ROAD CENTRAL.

## Exhibition of

CHINESE PAINTINGS,  
EMBROIDERIES,  
OLD CHINA,  
STATUETTES,  
PORCELAIN GOODS,  
ARTIFICIAL FLOWERS,  
&c., &c., &c.

## SHOW OPEN

from  
13th JANUARY, 1900,  
to  
27th JANUARY, 1900.

## INSPECTION INVITED.

## HOURS:

Daily 10 a.m. to 4 p.m.  
6 p.m. to 10 p.m.

Hongkong, 15th January, 1900. [78]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,  
Manager.

Hongkong, 14th January, 1900. [79]

## Intimation.

## THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world, women often have to work and weep at the same time. Their holidays are too few, and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs, and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

## WAMPOL'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

## Consignees.

## FROM EUROPE.

## THE H. A. L. Steamship

"SLAVONIA,"  
Captain Peter, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 16th January, 1900. [76]

## NOTICE TO CONSIGNEES.

## FROM SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"JAPAN,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 19th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 18th January, 1900. [101]

## S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

ss. *Dordogne* and *Maupin*, from Havre ex ss. *Maupin*, and from *Bordeaux* ex ss. *President Laffitte*, *Ville de Dunkerque*, *Ville de Valenciennes*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon; whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 25th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th January, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 25th January, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPEMORIN,  
Agent.

Hongkong, 18th January, 1900. [79]

## Consignees.

## FROM EUROPE.

## THE H. A. L. Steamship

"ANDALUSIA,"  
Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 13th January, 1900. [85]

## NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "LUTZOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th of January, at 9.30 A.M.

All Claims must reach us before the 24th of January, 1900, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,  
MELOHRS & Co.,  
General Agents.

Hongkong, 14th January, 1900. [1]

## AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK.

## THE Steamship

## "KARONGA,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on WEDNESDAY, 20th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 15th January, 1900. [91]

## NOTICE TO CONSIGNEES.

## FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 16th January, 1900. [95]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"MALTA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

Z. A. HEWITT,  
Superintendent.

Hongkong, 16th January, 1900. [96]

## Intimation.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

**HIGH-CLASS  
CONFECTIONERY.**

We have just unpacked our NEW SEASON'S  
CONFECTIONERY imported from the  
leading London, Parisian and American  
Houses.

**CADBURY'S CHOCOLATES.**

IN FANCY BOXES:

CHOCOLATE ALMONDS, CHOCOLATE  
WALNUTS, CHOCOLATE DE LA  
REINE, VIENNA CHOCOLATE and  
others, in Great Variety.

**FULLER'S CONFECTIONERY.**

COCOANUT TAFFY, ALMOND TAFFY,  
CREME APRICOTS, SUCRE DE LA  
CREME CARAMELS, PEPPERMINT  
LUMPS, MARSHMALLOW BALLS,  
&c. &c. &c.

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS  
AND  
KOWLOON DISPENSARY.

Hongkong, 5th January, 1909.

## NOTICE.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MSs, nor to return any Contributions.

**SUBSCRIPTION RATES (IN ADVANCE).**

DAILY—£30 per annum.  
WEEKLY—£13 per annum.  
The rates per quarter and per month, proportional.  
Subscriptions for any period less than one month  
will be charged at a rate of 10 pence.  
The daily issue is delivered free when the address is  
accessible to messenger. Post subscribers can have  
their copies delivered at their residence without  
any extra charge. On copies sent by post an  
additional £1.30 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies, Daily, ten cents. Weekly, twenty  
cents (for cash only).

## BIRTH.

On January 12, 1909, at Shanghai, the wife  
of GEORGE LANGLANDS, of a daughter.

## MARRIAGE.

On January 13, 1909, Registered at the  
French Consulate-General, Shanghai, the marriage  
of Captain L. NIGG to Miss V. POMT.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, JANUARY 19, 1909.

**THE DOWNFALL OF YUAN  
SHIH-KAI.**

The following leading article is reproduced  
from the N. C. D. News of 14th inst.:

The latest advices from Peking enable a  
clearer picture to be drawn of recent events in  
the Capital, and from them we are led to infer  
that the Regent acted alone in bringing about  
the dramatic downfall of "Grand Councillor  
Yuan Shih-kai. On Thursday, December 31,  
Prince Ch'ui received in audience the Governor  
who had impeached Yuan Shih-kai last year,  
and on the following day the Grand Councillors  
had submitted to them an edict which, it is  
understood, cancelled the offences of  
Kang Yu-wei in connection with the reform  
movement of 1898. Both Prince Ching and  
Yuan Shih-kai refused to sign this  
Edict and it was withdrawn by the Regent.  
On January 3 Yuan Shih-kai was at the Wai-  
wupu when a circular was issued summoning  
the Grand Councillors to meet. He repaired  
to the Council Hall, but on arriving at the door  
he was informed that his presence was not  
required. Realizing that this intelligence  
meant Yuan Shih-kai's downfall, he hurried home.  
The same evening seven of his wives left for Tientsin,  
and he himself followed on Sunday morning,  
travelling in an ordinary car, and on arrival  
at the foreign settlement went to the Astor

House Hotel. In the Council Hall the other  
Grand Councillors, with the exception of  
Prince Ching, who was not present, found the  
Regent awaiting them with the edict dismissing  
Yuan Shih-kai from office already drafted.  
According to our authority the Regent requested  
the Councillors to append their signatures to  
the fateful document without discussion, and  
one and all complied. Opposite the name of  
Prince Ching was written the character signifying  
that he was ill.

When at Tientsin it is uncertain whether,  
as reported in some circles, Yuan Shih-kai  
endeavoured to see Viceroy Yang Shih-shiang  
and was refused admission to the yamen. What  
is known is that his sudden departure  
from Peking to a foreign settlement caused  
considerable uneasiness among the Grand  
Councillors who had countersigned the edict  
dismissing him. A dispatch was at once sent  
to Tientsin guaranteeing him his personal  
safety, if he would return to Peking, and point-  
ing out that a wholly erroneous concep-  
tion would be placed on his fellow  
Councillors' compliance with the Regent's  
orders, if Yuan Shih-kai left colour  
to the belief that it was necessary for him to  
take refuge in a foreign concession. There  
can be little doubt that, inasmuch as he had  
transferred his wives to Tientsin, Yuan Shih-  
kai had not intended to return to Peking from  
fear of a worse fate than mere ostracism. But  
the Grand Councillors' appeal was signed by  
Prince Ching and Yuan responded to it imme-  
diately, returning the same evening to Pek-  
ing. His wives followed him in special cars  
on the next day, and on the Tuesday the  
ex-President of the Waiwupu and his family  
left by special train at five o'clock for  
Honan. Behind this somewhat bald nar-  
rative of events it is difficult to penetrate.  
It is understood, however, that Prince Ching  
refused to countenance the measures adopted  
against Yuan Shih-kai, and that in consequence  
he has incurred the displeasure of the Regent.  
H. E. Chang Chih-tung is also reported to have  
held aloof from the antagonism towards the ex-  
Viceroy of Chihli, and is credited with having  
urged Prince Ch'ui to proceed cautiously, in  
order to avoid stirring up enmity by precipi-  
tate action. The attitude of the latter has  
been that he would not be associated  
with Yuan Shih-kai in the government  
of China, and that he is satisfied with his  
dismissal from office. In deference, moreover,  
to the anxiety expressed regarding the Regent's  
future policy, the Government has allowed it  
to be understood that no intention exists to  
persecute Yuan Shih-kai's friends and protégés.

From an historical point of view the details  
of Yuan Shih-kai's dismissal have a special  
interest, and they will also go some way to-  
wards allaying the alarm not unnaturally felt  
at first in foreign circles on reading the edict  
of New Year's Day. In a letter which we publish  
in this issue from a correspondent in Tientsin  
the feelings probably entertained by Prince  
Ch'ui towards Yuan Shih-kai are ably set  
forth, and if they represent a fair analysis of  
the relations between the two men, it can hard-  
ly be urged that the Regent has acted beyond  
his rights. Ten years ago Yuan Shih-kai  
decided upon his plan of action at a crisis in  
the country's history, and the part that he then  
took carried him in the interval to high emi-  
nence in the state. Into the motives which  
prompted him then there is no need to inquire  
now. To the reform party of that date  
he was opposed, but he has since be-  
come the protagonist of a more general  
reform movement and to his efforts  
is due the fact that the movement has acquired  
such wide popularity. His action of ten years  
ago, however, created for him bitter enemies.  
They are now in power, and Yuan Shih-kai  
for all his reform zeal of to-day has to go,  
judged by Chinese standards, the Regent in  
the circumstances has acted not only naturally  
but with marked restraint. It will be hoped  
by foreigners interested in China that this  
diagnosis of the situation in Peking is correct.  
The Regent has shown himself capable of  
taking a strong line of action, and if his states-  
manship is directed on the sound lines of  
reform and progress, his presence at the  
helm at this juncture should be of incal-  
culable good to China. But, as we have said  
before, he must not be surprised if a closer  
scrutiny is now exercised from abroad upon the  
acts of the Chinese Government. He can sum-  
marily around him enlightened officials still cap-  
able of promoting the reform movement with-  
out Yuan Shih-kai's leadership, or he can  
favour the policy of reaction usually associated  
with the word Manchu. It is impossible that  
a man of his experience and ability should en-  
tertain the belief that China is in a position to  
dispense with foreign assistance in the re-  
organization of the empire. Popular clamour  
holds that it is in such a position, and the  
Regent's strength of character will be tested  
by his readiness to join issue on this  
point with a section of the people or by  
his endorsement of their ignorant prej-  
udice. Intelligence that reaches us this morn-  
ing from Chinese sources states that there  
are to be no changes for the present among the  
higher official posts, but that an inquiry into  
provincial administrations is to be instituted.  
The phraseology is familiar and augurs no good  
for the prominent Viceroys and Governors who  
are known to be close associates with Yuan  
Shih-kai. But until there is evidence to the  
contrary, we shall believe the assurances  
already given informally that there is no inten-  
tion on the part of the Government to pre-  
cipitate a controversy between Manchus and  
Chineses.

There is said to be strong competition in  
Japan between dealers in beef and dealers in  
whale-flesh. Beef is usually in greater de-  
mand in winter among the Japanese, but the  
present consumption has fallen off by 20 or 30  
per cent. in Tokyo alone, as compared with the  
corresponding season last year. This is due  
to the recent exceptionally good capture of  
whales. In order to oppose the popularity of  
whale-flesh, dealers in beef have been com-  
pelled to import cheap Korean beef which,  
however, is said to be less nutritious.

## LOCAL AND GENERAL.

Two professors from the Tokio University have  
been ordered to Italy to investigate the late  
earthquake.

The South British Insurance Co., Ltd., have  
issued an attractive Chinese calendar for their  
native constituents.

The tour of the Korean Emperor has had  
salutary effects. Among others it is noticed  
that many Koreans are now cutting off their  
top-knots.

The Dalai Lama is delaying, by idle and  
expensive travel, his return to Tibet, and the  
Mongolian Superintendency has telegraphed  
urging him to hasten his steps.

The Government has telegraphed to the Viceroy  
of Kwangtung and the Governor of Kiangsi  
instructing them to give strict orders to the  
troops to suppress and prevent any risings.

REGARDING the Fokien Railway the Japan-  
ese authorities admit that they are now con-  
sidering at what point of the South Manchuria  
Railway connection may be effected with  
Fakmen.

The Ministry of Finance in Peking has in-  
structed the provincial governments, by  
telegram, to give general orders to their subor-  
dinate officials to organize special offices for  
the study of finance.

It is reported that the Government of Korea  
has lately decided to grant a yearly subsidy of  
14,800 yen for three years toward the new coast-  
ing service from Makpo to Quelpart, Chom-  
chang, Kunsan, Chulpo, and Poyopseung  
undertaken by Mr. Tsurumaru Takeuchi there.

THE world can seldom, in the words of Ten-  
nyson, have "seen a coalier funeral" than the  
275,000 obsequies of the late Emperor and  
Dowager-Empress of China. Reuter tells us  
the cost is £15, 600,000, and the amount is  
quite in accordance with the Chinese saying  
that "the most important thing in life is to get  
buried well."

It is stated that Chinese high officials (as  
distinguished from Manchus) are declining in  
influence and the Government will remove the  
Viceroys of Manchuria and Chihli and the  
Governors of Shantung, Kiangsi and Anhui on  
the ostensible plea of the result of the annual  
scrutiny into the conduct and administration of  
officials.

THE ice was in fine condition at the Tientsin  
River, on January 5, and a large number of  
people were skating thereon. Arrangements  
have been made for the Cameron's Band to  
play every Saturday; and that of the 76th Pun-  
jabis and of the 16th French Colonial Regi-  
ment will play alternately each Wednesday through-  
out the season.

ON January 4 the Marist Brothers opened their  
new school, in a large and handsome new  
premises on the German Concession, Tientsin.  
The old premises, in the Rue St. Louis, have  
now been closed. The new school building  
now enables the Brothers to take in boarding  
pupils. The class rooms, refectories, dormi-  
tories, &c., are all well appointed, well venti-  
lated, and comfortable.

THE boycott against Japanese goods, so  
stubbornly carried on at Hongkong and Can-  
ton, thanks to the timely action of the Hong-  
kong authorities and the promulgation of new  
regulations restricting the boycotters, has ap-  
parently come to an end. Demands for sundry  
goods as well as marine products are increas-  
ing and cargoes for South China have lately  
been considerably enlarged.—*Farmer's Advertiser.*

IT appears from a Tokio despatch to the Main-  
ichi that on learning of the intention of the Fuji  
Spinning Company to float a loan of ¥2,000,000  
several financiers abroad offered through for-  
eign firms or individuals at Yokohama to un-  
derwrite the loan. Their proposals have, how-  
ever, been rejected, as the rates of interest  
asked were as high as 7 or 7.5 per cent. An-  
other foreign capitalist has offered to take up  
the loan without any Bank guarantee of repay-  
ment, but the Company is awaiting further  
developments in order to secure the most ad-  
vantageous offer.

ONE of the questions which Mr. Mackenzie  
King will investigate on the occasion of his  
visit to Shanghai in February as representa-  
tive of the Dominion Government is the ex-  
traordinary increase of Chinese immigration.  
When the poll tax was increased to £100 four  
years ago immigration practically ceased, but  
during the past fiscal year it has suddenly been  
revealed that over 1,500 Chinese have entered  
Canada contributing a revenue of £449,200,  
half of which goes to the provinces where the  
immigrants stop. It will be interesting to dis-  
cover the main spring of this remarkable in-  
crease.

THE deterioration of the engines and boilers  
of the American Battleship Fleet on its cruise  
round the world is attracting the attention of  
Congress, the Secretary of the Navy having  
asked Congress for a special appropriation of  
\$4,000,000 for repairs. The vessel which is  
apparently in the worst condition is the battle-  
ship Maine, for which the Secretary asks  
\$520,000 in addition to \$200,000 authorized in  
the last Naval Appropriation Bill. The Maine's  
boilers, the report says, are worn out and will  
have to be replaced. This vessel has been in  
commission only since December 1901. Other  
vessels of the Fleet are reported to be in equally  
bad condition.

## The Earthquake in Italy.

CHEV. VOLPICELLI RECEIVES  
\$10,000 FROM CHINESE  
GOVERNMENT.

ITALIAN CONSUL'S VALEDICTORY REMARKS.

We have been favoured with the following  
communication through the courtesy of Chev.  
Volicelli, the Italian Consul-General at Hong-  
kong:

This morning, the Viceroy of Canton sent an  
official to the Italian Consulate-General with a  
cheque of ten thousand dollars (Hongkong  
notes) for the sufferers from the earthquake in  
Southern Italy. Mr. Volicelli at once wired  
his thanks and will send a despatch to-morrow.  
He will also call on the Viceroy as soon as the  
period of mourning is over.

The Italian Consul-General took the cheque  
at once to the Hongkong & Shanghai Bank,  
and had the money transferred telegraphically  
to the Banca d'Italia at Rome, informing his  
Government at the same time. The Hong-  
kong & Shanghai Bank very kindly transferred  
the money without any charges.

This generous gift of the Viceroy is impor-  
tant as a new step in the friendly relations  
between China and foreign countries. If our  
memory does not fail us, this is the first in-  
stance of China taking part officially in a work  
of international assistance for a great  
calamity that has taken place at such a  
distance, and where there are no Chinese  
emigrants. China sent assistance at the time of  
the San Francisco earthquake, but in that city  
there are very many Chinese residents who  
have their friends and relations, especially in  
Southern China. The disaster at Messina  
and Reggio not only happened at a great  
distance, but the relations between China  
and Italy have been hitherto very rare, as  
Italy has no colonies for the Chinese to emigrate  
to, and the generally boys silk through foreign  
firms; until China began to build railways  
very few Italians came to China, and they  
are still not very numerous. The gift of the  
Canton Viceroy must therefore be considered  
as a purely philanthropic act, and as a fur-  
ther indication that China intends to enter  
the comity of nations in the highest mean-  
ing of that expression. It has been very  
gratifying for the Italian Consul-General, Mr.  
Volicelli, who has spent the greater and the  
best part of his life in China (he has been a  
resident for over 27 years) to be the recipient  
of this first gift inspired by international  
philanthropy.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed  
by Correspondents in this column.)

## THE SANITARY BOARD ELECTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—I find that by inadvertence my  
manifesto was addressed to the Ratepayers of  
Hongkong, and I desire to take this public  
opportunity of correcting the error. Under  
the new Public Health amended Ordinance  
which was passed last year, the classes of per-  
sons who are mentioned in Mr. Shelton  
Hooper's letter as being eligible to vote can  
exercise the franchise whether they pay rates  
or not.—I am, Sir,

Yours faithfully,  
GERARD H. L. FITZ WILLIAMS,  
M.D. CH. B. & F.R.C.S.E.

31, Queen's Road,  
Hongkong, January 19th, 1909.

**DAIRY FARM'S PREMISES  
CLEANSED.**

**FREE OF RINDERPEST.**

In another column, will be found a letter  
from Mr. Adam Gibson, Colonial Veterinary  
Surgeon, reporting an outbreak of rinderpest at  
the Dairy Farm's premises at Pokfulam. The  
following letter above the same signature was  
also received and laid on the table at the meet-  
ing of the Sanitary Board this afternoon:

Sanitary Department,  
19th January, 1909.

Sir,—I have the honour to report for the in-  
formation of the Board that rinderpest is now at  
an end in Shed No. 10 of the Dairy Farm Com-  
pany's premises at Sarsden's Villa, Pokfulam  
Road, and that foot and mouth disease is also  
at an end in Sheds Nos. 11 and 12 belonging  
to the same Company.

These sheds have been cleansed and dis-  
infected and I beg therefore to recommend that  
these sheds be no longer regarded as an infected  
area.

There were no deaths from foot and mouth  
disease, and of the nineteen animals in No. 10  
shed affected with rinderpest, two died.

ADAM GIBSON.

Colonial Veterinary Surgeon.

The Secretary,  
Sanitary Board.

**UNNATURAL FOSTER-PARENTS.**

**GIRL ATTEMPTS SUICIDE.**

The suspicious movements of a girl wander-  
ing on a canal bridge at Hyogo on Sunday  
night attracted the attention of a policeman,  
who invited her to accompany him to the  
station. There she gave her name as Kobay-  
ashi Tomi, aged 18, daughter of a kurumaya at  
Kyoto. According to her statement, "she was  
adopted when very young by a man and woman  
of Osaka, with whom she removed to Hyogo a  
few days ago. Since that time her foster-  
parents have made her life a misery by impos-  
ing their wish to sell her to the licensed  
quartars at Hyogo. Unable to bear the thought  
of such a life, the girl resolved to end her ex-  
istence, and with that object proceeded to the  
bridge over the canal. Here her rash inten-  
tion was frustrated, as mentioned.

## Trouble at Samshui.

GUARD BOAT OFFICIAL FIRES AT  
BRITISH SKIPPER.

CAPTAIN LEWINGTON ARRESTS CHINESE  
OFFICER AT POINT OF REVOLVER.

Details of what may be termed a sensational  
incident which fortunately did not result in any  
harm except for the arrest of the alleged culprit  
have reached us from an authoritative source.  
It would appear that while the British steamer  
Chan Ho (Captain Lewington) was proceeding  
out of Samshui harbour on the afternoon of  
Thursday, the 14th instant, at about 4 p.m., the  
vessel ran into a wood raft, which was in the  
Fairway, in trying to clear the entrance to  
avoid putting the ship ashore. As soon as this  
occurred, the skipper heard two shots fired from  
the bank and felt the bullets pass quite close to  
him. When he heard the first shot, he thought  
it was accidental, but on the second shot  
being fired, he actually saw a man, belong-  
ing to a guard boat, in a kneeling position,  
bringing his rifle down from his  
shoulder. As soon as he got clear of the raft,  
he anchored his ship, armed himself with a re-  
volver, and leaped in his boat abreast of the  
guard boat. He demanded of the official in  
charge of her why he had been fired at. At  
first, they denied all knowledge of anyone hav-  
ing fired; but they subsequently admitted that  
they had only "fired in the air." He then  
laughed as to the second shot, and re-  
ceived a reply that they were "firing at  
thieves." On this statement being made,  
the official was given to understand that he  
was to go with the Captain to the Commissioner  
of Customs. He strongly objected, but on be-  
ing shown the revolver, he got into his own  
boat and followed the Chan Ho, afterwards  
being taken before Mr. Deighton, to whom the  
case was explained. The latter, not being able  
to do anything in the matter, advised Captain  
Lewington to report the occurrence as soon as  
he got to Wuchow. On the arrival of the s.s.  
Nanning at 3.30 o'clock on the afternoon of the  
following day, Mr. Porter, the new Consul  
from Canton for Wuchow, arrived, accompanied  
by Commander White, of the Robin, and visited  
the Chan Ho. They certified that a hole, which  
the Captain subsequently discovered in the  
awning and a bracket of wood which had been  
chipped off close to the telegraph and just above  
the Captain's head where he was standing was  
caused by a bullet, and they had no hesitation  
in stating that fact.

A report of the occurrence has been sent to  
the Consul-General at Canton.

## KANG YU-WEI INTERVIEWED.

DISCUSSES DISMISSAL OF YUAN SHIH  
KAI AT PENANG.

The Straits Echo has interviewed Kang Yu-  
Wei, the celebrated reformer, who, it declares,  
regards the situation in Peking arising out of  
the dismissal of Yuan Shih-kai as favourable  
to the prospects of a Constitution. Mr. Kang  
admitted that no man was better fitted for the  
task of organizing the Chinese army than the  
disgraced statesman, who made of it a force  
that exacted the respect of foreign Powers.  
But, at the same time, he maintained that Yuan  
Shih-kai never scrupled to utilise the army to  
extend his political influence. Since the Ching  
dynasty no Minister had been so powerful,  
because none had so convincing a means of  
exacting respect.

Nearly half of the Ministers of China were  
appointed at his suggestion, and with the moral  
support of the late Empress Dowager, he prac-  
tically ruled the Kingdom. Kang Yu-wei is  
convinced that Yuan Shih-kai is a reactionary  
at heart and strongly anti-foreign to boot, in  
spite of his protestations to the contrary and  
his show of goodwill to the Ministers of the  
Foreign Powers resident in Peking.

He strongly opposed the scheme of admini-  
strative reform as which the late Emperor sought  
to introduce in 1898, and it was he, it is alleged,  
who instigated the Boxers to attack the Lega-  
tions in P. King, in 1900. When the late  
Empress Dowager seized the reins of Govern-  
ment in 1898, Yuan Shih-kai intrigued to do  
away with Kwang Su and to appoint a son  
of Prince Tuan Emperor of China. But in  
this attempt he failed because the Foreign  
Ministers of Peking, no less than the Chinese  
people, protested against the arbitrary act.

Since then Yuan Shih-kai held strong anti-  
foreign views and got up the Boxer rebellion  
of 1900 in revenge for his discomfiture.  
Kang Yu-wei deprecates any representation  
by Foreign Ministers on behalf of Yuan Shih-  
kai, holding that this is a matter which should  
be settled by China alone. The result of the  
trial, he adds, would convince foreigners that  
Yuan Shih-kai instigated the Boxer rebellion.  
Our representative pointed out that it was  
Yuan Shih-kai's conduct when the Legations  
were besieged that has so raised him in the  
estimation of foreigners. "Is that so?" asked  
Kang Yu-wei, sarcastically. "We shall know  
how to act next time. We shall instruct the  
Chinese to kill the foreigners. That would  
ensure foreign help for us when our sins are  
discovered." The celebrated Chinese reformer,  
we may add, is convinced that now that  
Yuan Shih-kai has been removed from office  
there is every prospect of a permanent edifice  
of reform being erected on a solid foundation.  
The one obstacle in the path of the reformers  
has been removed, and the Constitution can no  
longer be delayed.

## A NEW YORK CHINA-SCRAPER.

It is proposed to erect a skyscraper in New  
York which shall have six stories underground.  
The plan represents a new movement in sky-  
scraper construction.

The architect says that the six underground  
stories will be made just as useful as the  
thousands of offices above by means of im-  
proved methods of lighting, ventilation and heating.  
When asked why he went so far down, the  
architect said that a business man had propos-  
ed to lease all the sub-surface space available,  
and he had decided to provide enough to  
satisfy him.

Work is to begin immediately, and it is  
hoped to finish the building by May, 1910. It  
is to be of white enamelled brick and terra  
cotta, with certain colour effects in blue, green  
and yellow terra cotta, and will cost \$3,875,000  
(gold).

It will have forty-three stories, and be 336  
feet 6 inches tall—the "tallest single, compact  
building in the city," according to the archi-  
tect. The Singer and Metropolitan buildings  
are the only ones that will tower higher than  
will the proposed building, but neither, he  
says, is a compact structure.

It may also be the "last of the sky-scrapers,"  
as the term is understood in New York. The  
new building code, which prohibits the erec-  
tion of excessively tall buildings, will probably  
go into effect soon, thus rendering impossible  
such enterprises in the future.

But, if it proves the last of the sky-scrapers,  
it will at least have taught future would-be tall  
buildings the direction in which they may  
legitimately expand. It will have shown to  
them how to put at the bottom the stories that  
the builders through necessity reject from the  
top.

Should the example of this building be fol-  
lowed by others, there is no telling how far  
underground the tall-deep buildings of the  
future may go. In time a city may come to  
resemble an iceberg, in that only one-tenth of  
it will be above the surface.

However, two disadvantages present them-  
selves in connection with New York skyscrap-  
ers. One is that they will not contribute anything to the city's beauty,  
over which New Yorkers go into raptures at certain  
rates.

The other is that the rural visitors cannot be  
truthfully depicted as "gazing at their heels"  
almost out of sight of the city, as they do when  
they gaze at the city from the top of a hill.  
This unfortunate circumstance, however, is a con-  
sequence of the New York skyscraper, and may  
even render the New York skyscraper a con-  
tributor to the city's beauty.

STIMON Luzzati, who speaks on the subject of  
the unification of Peking Syndicate shares, of  
course, with an authority that is quite unique,  
suggests, "Let us wait for a dividend to be  
declared." Every shareholder will then know  
how he stands, and, guided by the existing con-  
tracts, will either protest and take the necessary  
legal steps to protect his interests, or approve  
the board's decision, and in this latter case  
will be capable of seeing for himself on what  
basis the unification scheme ought eventually  
to be effected.

## Sanitary Board.

LAST MEETING OF OLD MEMBERS.

RETIRING MEMBER'S ADDRESS.

The last meeting of the Sanitary Board com-  
posed of the old administration was held this  
afternoon, when Mr. R. O. Hutchison, the  
newly-appointed President of the Board, ad-  
dressed a few remarks to the members. He  
referred to the fact that this was the last meet-  
ing of the Board before to-morrow's elec-  
tions. He was glad that Mr. A. Shilton  
Hooper was offering himself for re-election  
and he felt sure that it was the wish  
of all present to carry on the good work  
of the Board. He regretted that Mr. Hum-  
phreys did not stand for re-election but hoped  
that "gentlemen" would once more renew  
his connections with the Board at some future  
date.

Mr. Henry Humphreys in the course of a  
brief address, said that he greatly appreciated  
and thanked the President for his kind remarks  
about his work. During the three years he  
and his colleagues, Mr. Hooper, were on the  
Board, a great amount of work was involved on  
the members. This was, in the speaker's  
opinion, principally due to the appointment by  
Sir Matthew Nathan of the Inquiry Commis-  
sion to report on corruption. The  
spectacle of \$10,000 being spent during  
the plague season for unknown plague  
medicines and on thousands of unknown  
Chinese contractors without business address-  
es or petty cash books, he trusted, would not occur  
again. There was very little work now for the  
Sanitary Board to do under the New Ordinance.  
All matters pertaining to buildings had  
been transferred to the Building Authority.  
The work of the Sanitary Board, the speaker  
declared with some bitterness, had dwindled  
down to practically nothing. For this reason,  
if for no other, he was going to take his  
leave of the Board without any regret. In  
conclusion, the speaker thanked the President,  
his predecessor and the members of the Board  
for the courtesy which had invariably been  
shown to him.

Mr. Shilton Hooper said that he joined with  
Mr. Humphreys in thanking the President and  
his predecessor. It would be wanting if the  
speaker failed to allude to H.E. the Governor.  
His Excellency arrived at a moment when  
the Commission had just concluded their  
deliberations and it therefore followed that  
H.E. had to study the enactments which  
were drawn up and which the legislation pro-  
posed. The public had noticed that there was  
not very good feeling between the officials and  
unofficials. He saw no reason why there should  
exist any friction. Instead of the officials being  
placed on the top, as it were, and the unofficials  
at the bottom, his idea were to mix them to-  
gether. His Excellency gave his permission  
to the officials to vote according to their  
conscience and in a manner as if they  
were unofficials, and that, the speaker thought,  
had gone a long way to produce harmony  
among the members. He had no axe to  
grind, although some people were unkind  
enough to say so. Since he joined the Board  
three years ago, there were altogether 108  
Board meetings, at 90 of which he was pre-  
sent, and the speaker challenged the Secretary  
with all his past records to say that he had  
ever, voted in connection with any matter in which  
he was interested otherwise than according to  
his highest sense of duty. That was his policy  
in the past and that was going to be his policy  
in the future.

Mr. Shilton Hooper said that he joined with  
Mr. Humphreys in thanking the President and  
his predecessor. It would be wanting if the  
speaker failed to allude to H.E. the Governor.  
His Excellency arrived at a moment when  
the Commission had just concluded their  
deliberations and it therefore followed that  
H.E. had to study the enactments which  
were drawn up and which the legislation pro-  
posed. The public had noticed that there was  
not very good feeling between the officials and  
unofficials. He saw no reason why there

## FORTHCOMING ELECTIONS.

## MR. SHELTON HOOPER'S MANIFESTO.

We reproduce Mr. Shelton Hooper's manifesto in the corrected form. A few minor typographical errors except in yesterday's, which were overlooked in the hurry of going to press, Mr. Hooper's address reaching us at a late hour last evening.

To the Electors of Hongkong.  
Gentlemen,—The term of office for which you elected me as one of your representatives on the Sanitary Board in 1906 being about to expire, I beg to offer myself as a candidate for re-election.

In seeking your suffrages on the previous occasion, I did so from a conviction that, if I were elected to the Board, I would, by a close investigation of the administration of the Public Health and Buildings Ordinance, be able to bring to light not only irregularities of a very serious nature but such a harsh and impolitic administration of the law as to render residence in this Colony for the Chinese, especially the middle classes, nearly unbearable, in addition to which, the wealthy Chinese who had been in the habit of investing very large amounts of money in landed property, ceased doing so, thereby causing a great depreciation in that class of securities which actually reflected on the Government by reducing the amount payable by way of rates, and to a very great confidence they hitherto had in the Government administration of property laws. The enormous reductions shown in the Government returns of amount realised by land sales alone goes a great way to prove it.

Sir Matthew Nathan was quick in discerning that something was wrong, and within four months of Mr. Humphreys and myself taking our seats on the board, His Excellency the Governor appointed a Commission to investigate and report on the administration and reputed corrupt practices. The result is well known.

The Commission, so far as the administration was concerned, pointed out its weak points and recommended certain remedies and an alteration of the law.

In many points the administration has been vastly improved; but as to the alteration of the law, which was contrary to that recommended by the Commission, I regret to say that the transfer of a great part of the administration from the Sanitary Board to the Building Authority, which now does not undergo the scrutiny of a Public Board, has, to my mind, not been attended with success.

The instance alone of about one hundred prosecutions undertaken against persons for not carrying out notices of the Building Authority and which it was evident could not be completed within the specified time on account of all the workmen available being engaged in making good typhoon damage, is a sufficient indication that the bureaucratic administration of the Sanitary Board is worse than that of a Public Board.

My endeavour in the past has been to approach every question submitted to the Board with an entirely open mind, and giving judgment thereon after every consideration of it from its hygienic, financial and general political aspect.

I have without fear or favour freely criticised the Government, its policy and the conduct of its officers, and I purpose continuing the same policy. If you are satisfied with it and return me again, as your representative, I should continue to do my best in the future as I have done in the past.

I am, Gentlemen,  
Your obedient servant,  
A. SHELTON HOOPER.

## OUTBREAK OF RINDERPEST.

## DAIRY FARM'S PREMISES INFECTED.

The following letter relative to the outbreak of rinderpest at the Dairy Farm Company's premises at Pokfulam was laid on the table at the meeting of the Sanitary Board this afternoon—

Sanitary Department,  
19th January, 1909.

Sir,—I have the honour to report for the information of the Board that rinderpest has appeared in No. 7 Shed of the Dairy Farm Company's premises at Sassoon's Villa, Pokfulam Road.

There are fourteen cows, one bull and one calf in the shed.

I beg therefore to recommend that this shed be declared an infected area under the Importation and Inspection of Animals Bye-laws of Ordinance 1 of 1903-10:8. I have, etc.,

ADAM GIBSON,  
Colonial Veterinary Surgeon,  
The Secretary, Sanitary Board.

## DISTINGUISHED VISITOR.

## SIR CECIL CLEMENT SMITH'S ARRIVAL IN SINGAPORE.

Sir Arthur Young, K.C.M.G., the Deputy Governor, has forwarded to the Singapore papers the following particulars respecting the arrangements on the occasion of the visit, to Singapore, of the Right Honourable Sir Cecil Clement Smith, K.C.M.G., the Imperial delegate representing the Crown Colonies at the forthcoming International Opium Commission at Shanghai, on Friday the 15th instant.

The P. and O. steamer *Devanah* is expected to arrive at 4 p.m. Sir Cecil Clement Smith will proceed by launch to Johnson's Pier where he will land at about 5 p.m. and be received by a Guard of Honour of the Singapore Volunteer Artillery of which Corps he is Honorary Colonel. He will then proceed to Government House, where a dinner party will be given in his honour at 8 p.m.

At 9.30 p.m. there will be a reception at Government House in order to give Sir Cecil Clement Smith an opportunity of meeting old Singapore friends.

## CANTON DAY BY DAY.

## CHINESE NEW YEAR.

[From Our Own Correspondent.]

Canton, 18th January.

The Canton Self-government Society has suspended all business transactions from yesterday on account of the Chinese New Year holidays.

## H.E. CHANG JEN CHUN.

It is reported that H.E. Chang Jen Chun has been greatly vexed at the unexpected and sudden retirement of the ex-Grand Councillor Yuan Shih Kai, as H.E. Chang has blood connections with the fallen official. The Viceroy has consequently refused interviews to visitors on minor affairs. H.E. Chang Jen Chun has been indisposed for the last few days, owing to pains on his back. H.E. is now under medical treatment.

## INTERNATIONAL OPIUM CONFERENCE.

Dr. Rossler, the German Consul at Canton, has been appointed representative by his Home Government to the forthcoming International Opium Conference at Shanghai. He left here to-day for Hongkong en route to Shanghai, and during his absence, Mr. Tigges is placed in charge of the German Consulate.

## ROBBERS' ARREST.

The Brigadier-General of Kwang Chow, Wu Ling Sun, brought two robbers to Canton yesterday from Kow Kong where they were arrested, and on arrival here he at once handed the prisoners to Admiral Li Chue to be dealt with.

## FAILURE OF BANKS.

During the last week, two native banks in this city were closed owing to the depression in business and being unable to meet the pressing demands for payment, the owners of these banks have now disappeared.

## U. S. CONSUL-GENERAL.

Mr. Lgo. Bergholz, American Consul at Canton, who has been absent since June last on six months' leave on a visit to his home, has now returned and resumed charge of the United States Consulate here on the 15th instant from Mr. W. B. Hull, who has been in charge of the Consulate during Mr. Bergholz's absence.

## CHINESE WOMAN'S ACUMEN.

## AN UNPROFITABLE INVESTMENT.

In the Supreme Court, this morning, Mr. Justice Gompertz presiding, the action in which a Chinese woman named Wong Shi residing at 51, Kennedy Street, Yau-ma-tei, instituted proceedings against Leung Li She, a trader, of 144, Connaught Road Central, for trespass and for the alleged unlawful conversion to his own use of her share in the Wo Fung firm, 157, Market Street, Uungahm, was concluded. Mr. P. Sydneyham Dixon appeared for the plaintiff, while Mr. G. K. Hall-Brimton was for the defendant.

It was stated that, prior to 2nd November, 1908, the plaintiff was the owner of a 500 share in the Wo Fung grocery store which stood to her credit in the name of Hop Shing Tong Wong Shi. On 11th October, the defendant trespassed, and, without her consent or knowledge and by misrepresentation, secured a prohibitory order to be issued against the share in a Summary Court action, which was wrongfully sold, with the Wo Fung business.

In February of last year, plaintiff went to the shop and asked how the business was getting on. She was told not to be anxious, business was pretty good, and money was being made. She asked for the account books, and was told there was "nothing to see," but that she would be shown next year's books. Nine months later plaintiff again visited the shop, because she was told by a friend, who read it in the newspapers, that the Wo Fung had been transferred. She asked a man named Leung Wo, the manager, who he acted in that way, and she was told that her share had been seized by the Court.

Under cross-examination, plaintiff said that although she was the largest shareholder, she did not know, nor was she told, that an action was brought against the firm. She was not told also whether the firm was in debt.

Judgment was entered for the defendant with costs.

## FIRE NEAR YOKOHAMA.

## FOREIGNER'S RESIDENCE COMPLETELY DESTROYED.

Shortly before 4 a.m. this morning, says the *Japan Herald* of the 6th instant, fire broke out in a foreign-style house situated on Lot 34 Nakamura and occupied by Mr. Nicholas Westfield. Mr. Westfield was awakened by the smoke and, with his wife and children, managed to get clear of the building. So hurried was their escape that almost everything belonging to them had to be abandoned to the flames, which quickly spread to all parts of the house and outbuildings. Although the alarm bells noisily chimed at short intervals, the fire held full sway for nearly three-quarters of an hour before the firemen were able to direct a stream of water over the building, which by this time were beyond any hope of being saved. When the water did make its appearance through the nozzle of the hose the stream was so feeble that it made no impression whatever on the flames. Fortunately there was no wind or the neighbouring houses must have been destroyed, owing to the lack of water. By about five o'clock the walls of the building had fallen in, and all danger to houses adjoining being at an end, the fire was allowed to burn itself out. The conflagration is believed to have originated through a defective stove-pipe. Every sympathy was shown to the victims of this fire by the neighbours; several offers of temporary accommodation being extended to them. It is estimated that the damage amounts to about ¥1,000, this being the value of the house and furniture, besides which over ¥6,000 in Russian and Japanese currency is stated to have been consumed by the flames.

## COLLISION AT SINGAPORE.

## DUTCH STEAMER SUNK BY THE FRENCH MAIL. FEARED LOSS OF EIGHT LIVES.

The Dutch steamer *Djambi*, or rather her shattered fragments, lie on the bottom of the harbour alongside the East Wharf, at Tanjong Pagar, this morning, as the result of one of the worst accidents ever recorded in the annals of local shipping, reports the *Strait Times* of the 18th inst.

Over her broken sides, torn awnings, twisted stanchions and floating furniture, shoals of diminutive fishes may be seen at play, while under them, in the hold, are supposed to be the bodies of seven Chinese stevedores, whose labour contractor reports as missing. The death toll may be summed up with the addition of one Japanese sailor, who was horribly crushed by the impact as the bows of the French mail steamer *Polynesien* crushed the *Djambi* down to the depths as if she had been a Malay prahu.

## HAWKERS SNAPPED.

Promptly at 5 p.m., yesterday, the *Polynesien* left her moorings at Borneo Wharf, for Saigon, being towed into the stream by the Dock tugs *Sunda* and *Varunka*. The current was abnormally strong and the *Polynesien* had no sooner got clear than both hawkers snapped, and she was left to her own resources. She proceeded on, in the horseshoe-shaped basin, towards the Roads, at a speed generally estimated at about six knots, with Pilot Dawson in charge. It was found that she was not minding her helm as she should, so that it appeared impossible to clear the pier at the New Dock, which projects far out at the Eastern end of the curve, so, as a precautionary measure, her anchors were cast, but owing to her impetuosity, the strong force of current from behind and the muddy character of the bottom, they failed to hold, and the sharp bows of the *Polynesien*, whose engines had then been reversed, but too late, passed over the *Djambi* just forward of the poop deck as she lay at her berth alongside the new dock. The ship was crushed down into the mud and the *Polynesien* passed beyond for twenty-five to thirty feet into the pier, the flooring of which rose at the impact, standing, this morning, at an angle of twenty degrees, while the pier-piling and heavy timbers gave way in every direction to give admission to the sharp prow of the great liner.

## SCRAMBLE FOR LIFE.

As soon as it was seen on the *Djambi* that a collision was inevitable, the alarm was raised, and most of the crew scrambled on to the pier before the impact, though a few, who were below, were unable to get ashore in time, one of these being the unfortunate sailor whose mangled remains were secured and turned over to the police. Others were thrown into the sea and swam ashore in safety. Across the end of the pier, at the side of which lay the *Djambi*, was the British steamer *Glenegyle*, which had brought a general cargo from China, and several hundred deck passengers, and was loading for Kaigoon. Just in front of her was the *Catharine* *Apostrophe* discharging cargo from China. While neither of these five vessels had many people on board at the time of the accident, the property lost would have been frightfully heavy and the loss of life certainly greater than it was, had the *Polynesien* succeeded in getting her bow about thirty feet more ahead, for she would have crashed into the stern of the *Glenegyle* and driven her on to the bows of the *Catharine* *Apostrophe*, with results which can only be imagined.

The *Djambi* is only a small vessel of 319 tons. She was built, in 1907, at Wilton's Slipway Company's works, at Rotterdam, for the Koninklijke Paket Maats. Her length is 153 ft., breadth 21 ft., and depth 8 ft. 6 in. She is registered at Batavia, and flew the Dutch flag. At the time of the accident, she was loading cargo for Penkalen Beranda.

The other two vessels are five large steamers which form very valuable properties.

## THE "TESTA."

The force of the impact against the pier was so great that the *Polynesien* rebounded of her own accord, and spectators say that as she slid back into the water no damage whatever was visible, save where her anchor chains scratched off the paint. She is, like others of the Messageries Maritimes boats, specially designed for ramming, her bow being filled with concrete to bulkhead which sets twenty-five feet from the figure head, and was intended to do service as an auxiliary cruiser in time of war. It is small wonder, therefore, that she escaped with merely a few scratches and was able to proceed on her voyage after a cursory examination of her bow and ascertaining the injuries she had caused at the pier had been made.

The British India steamer *Testa* was in the vicinity at the time of the accident. Some accounts state that she still tied up to the wharf, but our information points more conclusively to the fact that she was just getting underway, and that she deviated from her course on seeing what had occurred to the *Djambi*, in order to avoid any possibility of a second collision. In doing this she grounded.

The *Testa* succeeded in getting off without great difficulty, but did not proceed till her voyage owing to the necessity that she should have her hull examined by divers first, to prevent the possibility of any future trouble. Such groundings as this are not uncommon in different portions of the harbour, though they seldom are brought to public notice. This is the second within a week.

## SHIPPING AND MAILS.

## MAILS DUE.

English (*Devanah*) 21st inst., 8 a.m.  
Canadian (*Empress of China*) 23rd inst.  
Indian (*Namrang*) 31st inst.

The Imperial German Mail s.s. *Luetow* which left here on 14th inst., at 2 p.m., arrived at Shanghai on 17th inst., at 6 a.m.

The Imperial German Mail s.s. *Derfflinger*, which left here on 13th inst., at noon, arrived at Singapore on 17th inst., at 3 p.m.

## THE OPIUM REPORT.

## GOVERNMENT GAME OF POKER.

## A DISCREDITABLE PRACTICE.

It often happens that in pursuing bye paths through a report of such a nature as that of the Straits Opium Commission, one comes across matter, foreign to actual ends to be arrived at, but of an importance almost as great as those ends. Such is the case with this report. A perusal of the evidence and the general conclusions of the Commission, throws a clear light on an extremely discreditable page of Government history, a page which we trust will be turned and will never be re-written. The matter in question affects the letting of the Opium farms, more particularly in Penang, but the methods employed there have probably also been applied in Singapore. Following the custom of all great bodies, the Government advertise the letting of these farms for tender and it might be expected either that Government would accept that one of the tenders which seemed most suitable, or that it would withdraw the offer and put the farm up again to tender without revealing the prices offered. Such conduct would be perfectly explicable. But what happens? According to the evidence of two well-known Chinese witnesses, the tenders were first received by Government and were then used as incentives, to make tenders bid higher. Thus A having offered through tender \$300,000, is told that B has offered \$210,000, and he is told that if he likes to go to that figure he can have the farm. So scandalously was the practice carried out, that in one instance a price of \$155,000 was offered by A. He was told that B had offered \$125,000 and was invited to offer a higher sum, being informed that if he increased to \$130,000 the farm would be secured for him. This being done B was told that A's offer had been increased to \$130,000 and he was invited in turn to go higher. B accordingly rose to \$135,000 in this wonderful tender system. A was promptly told of this and invited to go over \$135,000, although he had already been promised the farm at \$130,000. Getting rather tired of this new method of tender, A refused to raise, and refusing also to see his opponent so-to-speak, B scooped the pool at \$135,000. In another case Government agreed to let A, the outgoing farmer, have the farm at \$100,000 and actually made an agreement accepting that figure. That agreement was made on the strength of A, the outgoing farmer, offering to give so much. Having cooperated to give the farm at this price, Government proceeded to advertise for tenders, and amongst the tenders was one of \$105,000. There were eight tenders in all, and A was called up and calmly told "Your estimate was not right, all the other tenders are very high and Government cannot give the farm to you." And this after they had signed an undertaking to do so! So interviews followed and Government recommended the game of opium poker and eventually succeeded in raising A to \$127,000. But in the end the farm failed to stand the racket, and the price had to be reduced to the original \$100,000.

Now it might be imagined that some effort would have been made to disprove these interesting assertions. But nothing of the sort happens; the only view Government apparently take of it is that of Mr. A. M. Pountney, who treats the matter quite easily, and says

"YOU DEAL WITH CHINESE AS CHINESE," and that is the only possible way of dealing with them. They have no idea of a fixed price, I never yet met a 'Chinaman' who had." This practice only began in 1903 so that the Chinaman did at one time have some glimmerings of the value of a fixed price despite assertions to the contrary. But according to Mr. W. D. Barnes the process is simplicity itself. The tenders are publicly opened by the Colonial Secretary, and then every one starts fair in the great game of bluff which apparently follows. These tenders are "only to test the pulse of the market," though some commercial people might assume that seeing how long they had been at the business, the Government department ought to be able to get a pretty shrewd idea without this pulse-testing operation. However there it stands and the public will be interested to know if this system is the general method of dealing with all Chinese "who have no idea of a fixed price," or whether that mental disability only comes over them, when they deal in opium.

But to turn to the real point at issue. One cannot help agreeing with the Commission that this system is utterly bad in itself, and is bound to cause an immense amount of harm to Government prestige as a whole. The chief excuse for our administration of Eastern races, the strong support of that administration, lies in the fact that our reputation for absolute impartiality and justice.

## OUR IMMUNITY FROM BRIBERY AND CORRUPTION.

puts us as a governing people on a plane higher than the people we govern. Once we step off that platform and show that we can be "approached" in the same way as any Asiatic Government department might be "approached," and we bring ourselves on a competitive level with people who can beat us hands down. Quite apart from sentimental reasons, it is absurd to play this kind of game with such triad opponents as Asiatics. The example of the recent Penang and Singapore farms should have proved a sufficient lesson. But apart from that it cannot be too strongly emphasised that Government has by this action struck a hard blow at its own credit, and the credit of British rule, and it will be hard to convince Asiatics here, that if amenable to this influence in one department we are not amenable in another.

We cannot therefore do better than reproduce the remarks of the Commission on this practice. "In the view of the Commission, the methods indicated can hardly fail to undermine that reliance upon the absolute fairness of the Government which the community concerned is entitled to look for as the first characteristic of any British administration; and if the practice to which attention is drawn is permitted to continue, it would, we consider, constitute a further reason for the abolition of the Farm system; which we have already urged."

## Today's Advertisements.

## NOTICE.

THE ANNUAL GENERAL MEETING of the HONGKONG BENEVOLENT SOCIETY will be held at the CITY HALL, on WEDNESDAY, 27th inst., at 12 o'clock. Council-General Wilder has kindly consented to take the Chair.  
Hongkong, 19th January, 1909. [102]

## NOTICE.

THE only Edition of the RACE BOOK and PROGRAMMES authorized by the Stewards of the Jockey Club are those printed by Messrs. MORRISON & CO.  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 19th January, 1909. [104]

## "SHIRE" LINE OF STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH, LONDON, PORT SAID, COLOMBO AND STRAITS.

## THE Steamship

## "MONTGOMERYSHIRE."

Captain Jackson, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 25th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to sale.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 19th January, 1909. [103]

## FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

## "JAPAN."

Capt. J. G. Ollent, will be despatched for the above Ports TO-MORROW, the 20th inst., at 4 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 19th January, 1909. [100]

## MANCHURIAN DEVELOPMENT.

Harbin, the principal city of northern Manchuria, is the junction point of the Russian Southern Railway line, running on through to China, and the Trans-Siberian. To the present all of this immense territory is comparatively untouched as regards agriculture. Its great possibilities are shown by the 20,000,000 bushel wheat crop grown in 1908, and yet one cannot see from the railroad a single acre that has been ploughed. Near the cities and large towns the Chinese, who are high-class gardeners, have small patches devoted entirely to vegetables, and from these only the virgin steppes and forests are in sight.

It is generally admitted by those in a position to know that this country, so highly favoured by nature, is on the eve of a great development along modern lines. This development will not take place with a rush, but will be of a slow and sure growth.

The Chinese are slow to take up new ideas, but when once convinced that the new idea will add revenue it is accepted, and the individual becomes an enthusiast in endeavouring to bring his friends and neighbours to his opinion. Manufacturers who care to secure a foothold in Manchuria should begin missionary work in the near future. The harvesting machinery firms are already exhibiting the same energy and enterprise in Manchuria as is characteristic of their work all over the world where mowers, reapers, or binders can be sold.

At Mukden there is a large agricultural college, presided over by a Chinese gentleman educated in the United States, who is instilling in the minds of the younger generation the possibilities in scientific farming.—*Consular Report.*

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 19th at 11.45 a.m.—The barometer has risen over Central and Northern China, and fallen in Japan.

A depression, which has developed over the Eastern Sea, is approaching S.W. Japan.

The area of high pressure extending over N. China appears to be of considerable intensity, and the monsoon is expected to become very strong in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, N. and N.E. winds; freshening considerably; fair; colder.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Malacca, same as No. 1.

## Public Companies.

## THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE is hereby given that the EIGHTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 11.15 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1908.

THE REGISTER OF SHARES of the Company will be CLOSED from THURSDAY, the 21st January, to THURSDAY, the 28th January (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.

Hongkong, 12th January, 1909. [87]

## THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors, together with Statement of Accounts, for the year ending 31st December, 1908.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 19th January, to THURSDAY, the 28th January (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Secretary to the Hongkong Land Investment and Agency Company, Ltd.

General Agents for The West Point Building Company, Ltd.

Hongkong, 12th January, 1909. [84]

## THE HONGKONG LAND INVESTMENT &amp; AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts, for the year ending 31st December, 1908.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 19th January, to THURSDAY, the 28th January (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 12th January, 1909. [85]

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIFTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company, will be held at the Office of the Company, Hotel Metropole, on THURSDAY, the 28th January, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th January to the 9th February, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.

Hongkong, 8th January, 1909. [99]

## Intimations.

## HONGKONG HORTICULTURAL SOCIETY.

## ANNUAL SHOW.

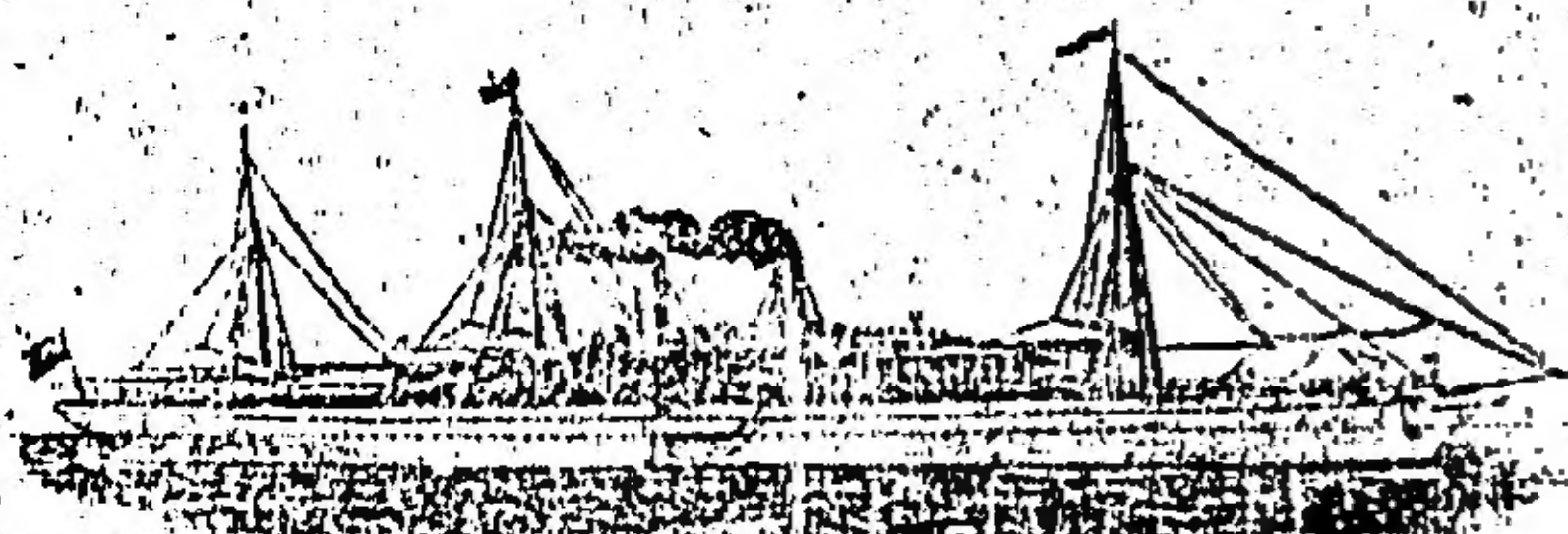
THE FLOWER and VEGETABLE SHOW will be held on the 26th and 27th February in the Botanic Gardens. Intending Exhibitors should send in their entries to the Hon. Secretary not later than 15th February.

Copies of the Rules and Schedule may be obtained from the Hon. Secretary.

L. GIBBS,  
6, Beaconsfield Arcade.  
Hongkong, 13th January, 1909. [86]

## FOUND.

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA".....6,000.....		SATURDAY, Feb. 13th.....	March 5th
"MONTEAGLE".....6,163.....		TUESDAY, Mar. 2nd.....	Mar. 20th
"EMPRESS OF INDIA".....6,000.....		SATURDAY, Mar. 13th.....	April 2nd
"EMPRESS OF JAPAN".....6,000.....		SATURDAY, April 10th.....	April 30th
"EMPRESS OF CHINA".....6,000.....		SATURDAY, May 1st.....	May 23rd
"MONTEAGLE".....6,163.....		TUESDAY, May 11th.....	June 4th

"EMPRESS" steamships will leave Hongkong at 7 A.M.  
S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
Hongkong to London, 1st Class.....via Canadian Atlantic Ports or New York.....\$71.10.  
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....\$40.....\$42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
O. W. GRADDOCK, General Traffic Agent for China, &c.,  
Corner Pedder Street and Praya, Opposite Blake Pier.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI.....	CHOUYANG	THURSDAY, 21st Jan., Noon.
MANILA.....	LOONGSANG	THURSDAY, 21st Jan., 3 P.M.
MANILA.....	YUENSANG	FRIDAY, 29th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	NAMSANG	THURSDAY, 4th Feb., Noon.

FOR THE MANILA CARNIVAL.—Feb. 2nd to 9th 1909.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to—

JARDINE MATHESON & CO., LD.,  
General Managers.

Telephone No. 61.  
Hongkong, 19th January, 1909.

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
HAIPHONG.....	"SINGAN".....	20th Jan., 10 A.M.
MANILA.....	"TAMING".....	20th " 3 P.M.
SHANGHAI.....	"ANHUI".....	21st " Daylight.
Cebu & ILOILO.....	"SUNGKANG".....	21st " 4 P.M.
MANILA.....	"TEAN".....	25th " 3 P.M.
SHANGHAI.....	"CHENAN".....	27th " 4 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA".....	31st " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 36.  
Hongkong, 19th January, 1909.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	Almond.....	MANILA	THURSDAY, 21st Jan., 10 A.M.
AFIRO.....	2540	R. Rodger.....	"	SATURDAY, 30th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 19th January, 1909.

## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"DELHI,"  
Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for HOMBAY, &c., on SATURDAY, the 23rd January, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Arcadia," due in London on 6th March, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

K. A. HEWETT,  
Superintendent.

Hongkong, 9th January, 1909.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG

FOR	Steamship	On
VICTORIA, B.C., SEATTLE & TACOMA, VIA	MOJI, KOBE AND YOKOHAMA.	

Steamer	Tons	Captain	Sailing Date
Swartie.....	6,232	W. Shotton.....	11th Feb.
Gymic.....	4,002	J. C. A. Hall.....	11th-Mar.
Americ.....	6,232	F. S. Cowley.....	8th April
Invict.....	4,789	R. J. Howie.....	6th May

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 14th January, 1909.

## CHARGEURS REUNIS (FRENCH STEAMSHIP CO.)

## REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

## THE Steamship

"AMIRAL DUPERRÉ,"  
Captain Maria, will be despatched on or about the 27th inst. for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES,  
Hongkong, 14th January, 1909.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. H. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.20 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First-Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUNON S.S. CO., LD.,  
and

SHU ON S.S. CO., LD.,  
No. 5, Queen's Road West

Hongkong, 14th Jan., 1909.

## Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship  
"CARNARVONSHIRE"  
will be despatched for the above Ports about end of January, 1909.

For further particulars, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 13th January, 1909.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"EASTERN"  
Captain McArthur, will be despatched as above on WEDNESDAY, the 3rd February, 1909, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 12th January, 1909.

## THE AMERICAN AND ORIENTAL LINE.

## FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

## THE Steamship

"HEALEY,"  
will be despatched for the above Ports on or about FRIDAY, the 13th February, 1909.

For Freight, apply to

ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 15th January, 1909.

## Intimations.

## INTERNATIONAL SLEEPING CAR

## and

## EXPRESS TRAINS CO.

## (THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

## H

AVING been appointed AGENTS for the above Company, we shall be

pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 13th Jan., 1909.

## PABST BREWING COMPANY, MILWAUKEE.

## FRESH SUPPLIES

## ALWAYS KEPT IN STOCK

## BY

## SIEMSEN &amp; Co.,

## Agents for

## HONGKONG &amp; SOUTH CHINA.

Hongkong, 29th Jan., 1907.

## AN APPEAL.

## THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1909.

## Dentistry.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

## STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEES.

## Consultation Free.

Hongkong, 20th June, 1904.

## DR. M. H. OHAUN.

## THE LATEST METHOD

## OF THE

## AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1909.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 15th January, 200 cts. per 5 Mts.

## BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.....18

" Corned—Ham Ngau Yuk.....18

" Roast—Shlu.....18

" Breast—Ngau Lam.....13

" Soup, Tong Yuk.....15

" Steak—Ngau Yuk Pa.....18

" Sirloin—Ngau Lau.....28

" Sausages—Ngau Yuk Chong.....26

" Bullock's Brains— " Know.....per set 10

" Tongue fresh—Ngau Li.....each 50

" " corned—Ham Ngau Li.....58

" Head—Ngau Tau.....85

" Heart—Ngau Sum.....per lb 12

" Hump, Salt—Ngau Kin.....18

" Feet—Ngau Kook.....each 7

" Kidneys—Ngau Yiu.....10

" Tail—Ngau Mel.....17

" Liver—Ngau Con.....12

" Tripe (undressed)—Ngau To.....7

" Calves' Head and Feet—Ngau Chai.....12

" Lamb—Kook.....\$1.00

" Mutton Chop—Young Pal Kwat.....22

" Leg—Young Pal.....22

" Shoulder—Young Shan.....20

" Pig's Chittings—Chi chong.....22

" Brains—Chi Kook.....per set 2

" Feet—Chi Kook.....11

" Fry—Chi Chak.....25

" Head—Chi Tau.....15

" Heart—Chi Sum.....each 8

" Kidneys—Chi Yiu.....pair 7

" Liver—Chi Koon.....24

" Pork Chop—Chi Pal Kwat.....18

" Corned—Ham Chu Yuk.....1

" Leg—Chu Pal.....43

" Fat or Lard—Chu Yau.....17

" Sheep's Head and Feet—Young Tau.....50

" Kook.....set 6

" Heart—Young Sum.....each 10

" Kidneys—Young Yiu.....22

" Liver—Young Con.....22

" Sucking Pig, To Order—Chu Chai.....20

" Suet Beef—Sang Ngau Yau.....20

" Mutton—Sang Young Yau.....24

" Veal—Ngau Chai Yuk.....20

" Sausages—Ngau Chai Yuk Tong.....20

## POULTRY.

Chicken—Kai Chai.....28

" Capons, Large, Small—Sin Kai.....6

" Ducks—Ap.....18

" Doves—Pan Kau.....each 16

" Eggs, Hen—Kai Tau.....per doz. 20

" Fowls, Canton—Kai.....\$1.25

" Hainan—Hol Nam Kai.....30

" Geese—Nga.....48

" Geese, Wild Shanghai—Sheung Hol Ye.....\$1.40

" Musk Deer—Wong Keng.....each \$3.00

" Hare—Tin Chai.....60

" Partridge—Ohe Khoo.....51

" Pheasant—Shas Kai.....\$1.40

" Pigeons, Canton—Pak Kup.....each 20

" " Holbow—Holbow Pak Kup.....26

" Quail—Um-Chun.....25

" Rice Birds—Wo Fa Cheuk.....dozen 75

" Snipe—Sa Chai.....each 21

" Turkeys, Cock—Fo Kai Kung.....per lb 60

## COMMERCIAL.

## TO-DAY'S PROCHANGE.

Selling.	
London-Bank T.T.	1/9 7/16
Do. demand	1/9 7/16
Do. 4 months' sight	1/9 7/16
France-Bank T.T.	2/3 1/2
Germany-Bank T.T.	1/8 1/2
India T.T.	1/8 1/2
Do. demand	1/8 1/2
Shanghai-Bank T.T.	7/4 1/2
Singapore-Bank T.T. per H.K. \$100	7/4 1/2
Japan-Bank T.T.	8/7 1/2
Yokohama-Bank T.T.	8/7 1/2

Buying.	
4 months' sight L/O.	1/9 13/16
6 months' sight L/O.	1/9 15/16
3 days' sight San Francisco & New York.	4 1/2
4 months' sight do.	4 1/2
30 days' sight Sydney & Melbourne.	1/10 1/2
4 months' sight France.	2/3 1/2
6 months' sight do.	2/3 1/2
4 months' sight Germany.	1/8 1/2
Bar Silver.	3/4
Bank of England rate.	2 1/2
Sovereign.	1/17

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	@ 1/50 1/2
" Old	@ 1/10 1/2
" Older	@ 1/10 1/2
" Oldest	@ 1/10 1/2
Patna New	@ 1/100
" Old	@ 1/135
Benares New	@ 1/125
" Old	@ 1/125
Persian (Paper)	@ 860/900

## Shipping.

## Arrivals.

Ichang, Br. s.s., 1,227, Tubbin, 17th Jan., Gen. B. & S.	Chinkiang 14th Jan., Gen. B. & S.
Rubi, Br. s.s., 1,619, R. W. Almond, 18th Jan., Gen. S. T. & Co.	Nantao 16th Jan., Gen. S. T. & Co.
King Alfred, Br. 1st-class cruiser, 14,000, C. Baker, 18th Jan., from Singapore.	Triumph, Ger. s.s., 709, J. C. Hansen, 18th Jan., from Hongkong and Hoihow 17th Jan., Gen. Rice and Pigs. J. C. Hansen.
Montgomeryshire, Br. s.s., 1,063, G. W. Jackson, 18th Jan., London via Ports 28th Jan., Gen. S. T. & Co.	Bingo Maru, Jap. s.s., 3,873, A. Christiansen, 18th Jan., Shanghai 16th Jan., Gen. N. Y. K.
Pakhoi, Br. s.s., 1,226, A. S. Walker, 18th Jan., Swatow 17th Jan., Gen. B. & S.	Yawata Maru, Jap. s.s., 3,816, T. Sakino, 19th Jan., Melbourne 23rd Dec., and Manila 16th Jan., Steamer and Nine, Gen. N. Y. K.
Halmu, Br. s.s., 616, J. W. Evans, 19th Jan., Swatow 18th Jan., Gen. D. L. & Co.	Kwongsoong, Br. s.s., 1,428, W. P. Baker, 19th Jan., Canton 18th Jan., Gen. J. M. & Co.
Samsen, Ger. s.s., 998, F. Schmetz, 19th Jan., Bangkok 8th Jan., Rice, B. & S.	Angbin, Ger. s.s., 1,907, C. Kumpel, 19th Jan., Bangkok 8th Jan., Rice, B. & S.
Glenfalloch, Br. s.s., 1,434, J. H. Hainsworth, 19th Jan., Singapore 12th Jan., Gen. 100 Tack-Seng.	Takosun Maru, Jap. s.s., 3,216, I. Fukuroi, 19th Jan., Moji 13th Jan., Coal—M. B. K.
Kumano Maru, Jap. s.s., 3,147, N. Matsumoto, 19th Jan., Yokohama 9th Jan., Gen. N. Y. K.	Peria, Br. s.s., 5,779, G. Bartole, 19th Jan., Shanghai 16th Jan., Gen. S. W. & Co.
Telemachus, Br. s.s., 4,801, J. H. Goodwin, 19th Jan., Yokohama 9th Jan., Gen. B. & S.	

## Clearances at the Harbour Office.

Araba, for Moji.	Tony Maru, for Shanghai.
Kumtong, for Singapore.	Tango Maru, for Shanghai.
Haitan, for Swatow.	Bingo Maru, for Singapore.
Lauriet, for Saigon.	Pakhoi, for Canton.
Telemachus, for Singapore.	Glenfalloch, for Amoy.

## Departures.

Tokio, for Europe.	Polynesian, for Shanghai.
Tony Maru, for San Francisco.	Tango Maru, for Seattle.
Araba, for Portland, Or.	Kashima Maru, for Moji.
Kashima Maru, for Moji.	Takosun Maru, for Paothoi.
Takosun Maru, for Paothoi.	Takosun Maru, for Paothoi.
Takosun Maru, for Paothoi.	Takosun Maru, for Paothoi.
Takosun Maru, for Paothoi.	Takosun Maru, for Paothoi.
Takosun Maru, for Paothoi.	Takosun Maru, for Paothoi.
Takosun Maru, for Paothoi.	Takosun Maru, for Paothoi.
Takosun Maru, for Paothoi.	Takosun Maru, for Paothoi.

## Passengers arrived.

Per Pakhoi, from Swatow—Mrs. Williams.	Per Halmu, from Swatow—Mr. and Mrs. Motta.
Per Montgomeryshire, from London; &c.—Mrs. Munroe.	Per Rubi, from Manila—Mrs. D. Ruston.
Per A. E. Drucker, Mr. and Mrs. F. E. Welch.	Dr. H. W. Jones, Messrs. J. B. Thompson, E. A. Smith, Mr. and Mrs. W. C. Atchison, Messrs. W. H. Ruston, P. D. F. Redford, A. C. Crawford, W. P. Dempster, G. S. Fox, and 34 Chinese.

## Passengers departed.

Per Tongo Maru, for Seattle, &c.—Lishop C. H. Brant, Messrs. E. Wagner, Y. B. Angles, Mrs. C. E. Couling, Rev. A. Margner, Messrs. C. Morakami, K. Murakami and Takashi.	Per Tongo Maru, for Shanghai, &c.—Mr. A. Wisteneus and child, Mr. and Mrs. E. C. Shamba, Mr. Miyasaki, Surg. C. P. and Mrs. Kiedlerberger, Messrs. M. J. Appleby, R. Appleby, Mr. and Mrs. R. A. Wilson and child, Mr. and Mrs. Stewart and infant, Mrs. B. A. Clark, Mr. A. L. Rhodes, Mrs. A. E. Lee, Mr. F. F. Dye and family, Rev. E. W. Thwing, Messrs. F. C. Fecken, S. B. Thompson, H. M. Pitt and family, Mr. and Mrs. A. B. Hulse, Mr. and Mrs. T. E. Welch, Mr. Wm. B. Hull, Consul Du Rous, Mr. K. Matsuda, and Mrs. A. B. Barber.
Per Tongo Maru, for Seattle, &c.—Lishop C. H. Brant, Messrs. E. Wagner, Y. B. Angles, Mrs. C. E. Couling, Rev. A. Margner, Messrs. C. Morakami, K. Murakami and Takashi.	Per Tongo Maru, for Shanghai, &c.—Mr. A. Wisteneus and child, Mr. and Mrs. E. C. Shamba, Mr. Miyasaki, Surg. C. P. and Mrs. Kiedlerberger, Messrs. M. J. Appleby, R. Appleby, Mr. and Mrs. R. A. Wilson and child, Mr. and Mrs. Stewart and infant, Mrs. B. A. Clark, Mr. A. L. Rhodes, Mrs. A. E. Lee, Mr. F. F. Dye and family, Rev. E. W. Thwing, Messrs. F. C. Fecken, S. B. Thompson, H. M. Pitt and family, Mr. and Mrs. A. B. Hulse, Mr. and Mrs. T. E. Welch, Mr. Wm. B. Hull, Consul Du Rous, Mr. K. Matsuda, and Mrs. A. B. Barber.

Steamers Expected.	
Vessel	From
Devauba	Singapore
Tamba Maru	Singapore
Boroeo	Sandakan
Emp. of China	Yokohama
Yokohama Maru	Yokohama
Kamo Maru	Yokohama
Myon Maru	Yokohama
Namatsu	Yokohama
Manila	Sydney

DUAL RETURN.	
Vessel	From
Michael J. J. J.	At Kowloon Dock
H.M.S. Whiting	"
Araba	"
Hongkong	"
Helena	"

Ships Passed the Canal.	
Vessel	From
22nd December—Bramar, Lutsow, Mallo, Slavonia, Villa de la Clot, Gasser, Macao, Prince Ludwig.	29th December—Inverclyde, Denchick, Kessun, Polytechnic, Saxonia, Poling, Kanagawa Maru, Swatow, Kiochick, Zamba Maru, 1st January—Armand Behic, Vera, Somali, Colombo Maru, Patricius, 5th January—Norman, Princes, Vorwärts, Whay, Cattle, Bengali, Bombay Maru, Canton, O-pack, Polytechnic, Langkang, 8th January—Goshin, Indramayu, Hakala Maru, Inaba Maru, Prince Rigini, Lufthold, Promethus, 12th January—China, (Aus.) Pionier, Roma, Glenroy, Salatis, Calais, 13th January—Pello, Achilles, Dumbia, Palawan, Palermo, Tantal.

Arrivals at Home—22nd December.	
Vessel	From
Kanagawa Maru.	29th December—Persius, Austria, Glenloch, Sambla, Suria, Tonsara, Pakin, 1st January—Machoo, Prince Ludwig, 5th January—Armand Behic, Mormouth, Indram, Kanagawa Maru, 8th January—Kiochick, Shimura, 15th January—Kennebec, Canton.

CHINA COAST METEOROLOGICAL REGISTER.	
Vessel	From
Viadivostok	7 a.m. 30.33 20 NE 5 C
Nemuro	8 a.m. 30.60 10 NW 0 C
Hakodate	" 30.42 10 NW 0 C
Tokio	" 30.42 10 NW 0 C
Kochi	" 30.42 10 NW 0 C
Nagasaki	" 30.42 10 NW 0 C
Kagoshima	" 30.42 10 NW 0 C
Oshima	" 30.42 10 NW 0 C
Naha	" 30.42 10 NW 0 C
Ishigakijima	" 30.42 10 NW 0 C
Bonin Is.	" 30.42 10 NW 0 C
Cheloo	6 a.m. 30.34 31 90 NE 3 C
Weihaiwei	9 a.m. 30.48 31 90 NE 3 C
Hankow	6 a.m. 30.37 35 90 NE 1 C
Kiukiang	" 30.35 35 90 NE 1 C
Shanghai	9 a.m. 30.42 49 90 NE 3 C
Sharp Peak	" 30.15 60 100 90 NE 2 C
Amoy	6 a.m. 30.14 60 88 NE 1 C
Swatow	" 30.13 60 88 NE 1 C
Taihu	5 a.m. 30.28 60 88 NE 1 C
Taihu	" 30.07 60 88 NE 1 C
Taihu	" 30.05 60 88 NE 1 C
Koshun	" 30.01 60 88 NE 1 C
Pescadores	" 30.07 60 88 NE 1 C
Canton	9 a.m. 30.12 60 88 NE 1 C
Hongkong	10 a.m. 30.10 64 84 E 5 C
Victoria Peak	" 30.07 60 88 NE 1 C
Gap Rock	" 30.05 60 88 NE 1 C
Macao	" 30.10 63 88 NE 1 C
Wachow	9 a.m. 30.10 63 88 NE 1 C
Hoihow	" 30.10 63 88 NE 1 C
Pakhoi	" 30.10 63 88 NE 1 C
Phu-lai	8 a.m. 29.99 64 88 NE 3 C
Tonkin	" 30.03 68 88 NE 3 C
St. James	" 29.94 71 88 NE 3 C
Apari	6 a.m. 29.99 68 88 NE 3 C
Manila	10 a.m. 29.64 81 65 NE 3 C
Legaspi	6 a.m. 29.69 81 65 NE 3 C
Barcelo	9 a.m. 29.69 81 65 NE 3 C
Hollo	" 29.93 80 88 NE 2 C
Cebu	" 29.92 84 88 NE 1 C
Laban	" 29.85 84 88 NE 1 C

January 19th, 1900, a.m.	
Vessel	From
Viadivostok	7 a.m. 30.33 20 NE 5 C
Nemuro	8 a.m. 30.60 10 NW 0 C
Hakodate	" 30.42 10 NW 0 C
Tokio	" 30.42 10 NW 0 C
Kochi	" 30.42 10 NW 0 C
Nagasaki	" 30.42 10 NW 0 C
Kagoshima	" 30.42 10 NW 0 C
Oshima	" 30.42 10 NW 0 C
Naha	" 30.42 10 NW 0 C
Ishigakijima	" 30.42 10 NW 0 C
Bonin Is.	" 30.42 10 NW 0 C
Cheloo	6 a.m. 30.34 31 90 NE 3 C
Weihaiwei	9 a.m. 30.48 31 90 NE 3 C
Hankow	6 a.m. 30.37 35 90 NE 1 C
Kiukiang	" 30.35 35 90 NE 1 C
Shanghai	9 a.m. 30.42 49 90 NE 3 C
Sharp Peak	" 30.15 60 100 90 NE 2 C
Amoy	6 a.m. 30.14 60 88 NE 1 C
Swatow	" 30.13 60 88 NE 1 C
Taihu	5 a.m. 30.28 60 88 NE 1 C
Taihu	" 30.07 60 88 NE 1 C
Taihu	" 30.05 60 88 NE 1 C
Koshun	" 30.01 60 88 NE 1 C
Pescadores	" 30.07 60 88 NE 1 C
Canton	9 a.m. 30.12 60 88 NE 1 C
Hongkong	10 a.m. 30.10 64 84 E 5 C
Victoria Peak	" 30.07 60 88 NE 1 C
Gap Rock	" 30.05 60 88 NE 1 C
Macao	" 30.10 63 88 NE 1 C
Wachow	9 a.m. 30.10 63 88 NE 1 C
Hoihow	" 30.10 63 88 NE 1 C
Pakhoi	" 30.10 63 88 NE 1 C
Phu-lai	8 a.m. 29.99 64 88 NE 3 C
Tonkin	" 30.03 68 88 NE 3 C
St. James	" 29.94 71 88 NE 3 C
Apari	6 a.m. 29.99 68 88 NE 3 C
Manila	10 a.m. 29.64 81 65 NE 3 C
Legaspi	6 a.m. 29.69 81 65 NE 3 C
Barcelo	9 a.m. 29.69 81 65 NE 3 C
Hollo	" 29.93 80 88 NE 2 C
Cebu	" 29.92 84 88 NE 1 C
Laban	" 29.85 84 88 NE 1 C

January 19th, 1900, a.m.	
Vessel	From
Viadivostok	7 a.m. 30.33 20 NE 5 C
Nemuro	8 a.m. 30.60 10 NW 0 C
Hakodate	" 30.42 10 NW 0 C
Tokio	" 30.42 10 NW 0 C
Kochi	" 30.42 10 NW 0 C
Nagasaki	" 30.42 10 NW 0 C
Kagoshima	" 30.42 10 NW 0 C
Oshima	" 30.42 10 NW 0 C
Naha	" 30.42 10 NW 0 C
Ishigakijima	" 30.42 10 NW 0 C
Bonin Is.	" 30.42 10 NW 0 C
Cheloo	6 a.m. 30.34 31 90 NE 3 C
Weihaiwei	9 a.m. 30.48 31 90 NE 3 C
Hankow	6 a.m. 30.37 35 90 NE 1 C
Kiukiang	" 30.35 35 90 NE 1 C
Shanghai	9 a.m. 30.42 49 90 NE 3 C
Sharp Peak	" 30.15 60 100 90 NE 2 C
Amoy	6 a.m. 30.14 60 88 NE 1 C
Swatow	" 30.13 60 88 NE 1 C
Taihu	5 a.m. 30.28 60 88 NE 1 C
Taihu	" 30.07 60 88 NE 1 C
Taihu	" 30.05 60 88 NE 1 C
Koshun	" 30.01 60 88 NE 1 C
Pescadores	" 30.07 60 88 NE 1 C
Canton	9 a.m. 30.12 60 88 NE 1 C
Hongkong	10 a.m. 30.10 64 84 E 5 C
Victoria Peak	" 30.07 60 88 NE 1 C
Gap Rock	" 30.05 60 88 NE 1 C
Macao	" 30.10 63 88 NE 1 C
Wachow	9 a.m. 30.10 63 88 NE 1 C
Hoihow	" 30.10 63 88 NE 1 C
Pakhoi	" 30.10 63 88 NE 1 C
Phu-lai	8 a.m. 29.99 64 88 NE 3 C
Tonkin	" 30.03 68 88 NE 3 C
St. James	" 29.94 71 88 NE 3 C
Apari	6 a.m. 29.99 68 88 NE 3 C
Manila	10 a.m. 29.64 81 65 NE 3 C
Legaspi	6 a.m. 29.69 81 65 NE 3 C
Barcelo	9 a.m. 29.69 81 65 NE 3 C
Hollo	" 29.93 80 88 NE 2 C
Cebu	" 29.92 84 88 NE 1 C
Laban	" 29.85 84 88 NE 1 C

January 19th, 1900, a.m.	
Vessel	From
Viadivostok	7 a.m. 30.33 20 NE 5 C
Nemuro	8 a.m. 30.60 10 NW 0 C
Hakodate	" 30.42 10 NW 0 C
Tokio	" 30.42 10 NW 0 C
Kochi	" 30.42 10 NW 0 C
Nagasaki	" 30.42 10 NW 0 C
Kagoshima	" 30.42 10 NW 0 C
Oshima	" 30.42 10 NW 0 C
Naha	" 30.42 10 NW 0 C
Ishigakijima	" 30.42 10 NW 0 C
Bonin Is.	" 30.42 10 NW 0 C
Cheloo	6 a.m. 30.34 31 90 NE 3 C
Weihaiwei	9 a.m. 30.48 31 90 NE 3 C
Hankow	6 a.m. 30.37 35 90 NE 1 C
Kiukiang	" 30.35 35 90 NE 1 C
Shanghai	9 a.m. 30.42 49 90 NE 3 C
Sharp Peak	" 30.15 60 100 90 NE 2 C
Amoy	6 a.m. 30.14 60 88 NE 1 C
Swatow	" 30.13 60 88 NE 1 C
Taihu	5 a.m. 30.28 60 88 NE 1 C
Taihu	" 30.07 60 88 NE 1 C
Taihu	" 30.05 60 88 NE 1 C
Koshun	" 30.01 60 88 NE 1 C
Pescadores	" 30.07 60 88 NE 1 C
Canton	9 a.m. 30.12 60 88 NE 1 C
Hongkong	10 a.m. 30.10 64 84 E 5 C
Victoria Peak	" 30.07 60 88 NE 1 C
Gap Rock	" 30.05 60 88 NE 1 C
Macao	" 30.10 63 88 NE 1 C
Wachow	9 a.m. 30.10 63 88 NE 1 C
Hoihow	" 30.10 63 88 NE 1 C
Pakhoi	" 30.10 63 88 NE 1 C
Phu-lai	8 a.m. 29.99 64 88 NE 3 C
Tonkin	" 30.03 68 88 NE 3 C
St. James	" 29.94 71 88 NE 3 C
Apari	6 a.m. 29.99 68 88 NE 3 C
Manila	10 a.m. 29.64 81 65 NE 3 C
Legaspi	6 a.m. 29.69 81 65 NE 3 C
Barcelo	9 a.m. 29.69 81 65 NE 3 C
Hollo	" 29.93 80 88 NE 2 C
Cebu	" 29.92 84 88 NE 1 C
Laban	" 29.85 84 88 NE 1 C

January 19th, 1900, a.m.	
Vessel	From
Viadivostok	7 a.m. 30.33 20 NE 5 C
Nemuro	8 a.m. 30.60 10 NW 0 C
Hakodate	" 30.42 10 NW 0 C
Tokio	" 30.42 10 NW 0 C
Kochi	" 30.42 10 NW 0 C
Nagasaki	" 30.42 10 NW 0 C
Kagoshima	" 30.42 10 NW 0 C
Oshima	" 30.42 10 NW 0 C
Naha	" 30.42 10 NW 0 C
Ishigakijima	" 30.42 10 NW 0 C
Bonin Is.	" 30.42 10 NW 0 C
Cheloo	6 a.m. 30.34 31 90 NE 3 C
Weihaiwei	9 a.m. 30.48 31 90 NE 3 C
Hankow	6 a.m. 30.37 35 90 NE 1 C
Kiukiang	" 30.35 35 90 NE 1 C
Shanghai	9 a.m. 30.42 49 90 NE 3 C
Sharp Peak	" 30.15 60 100 90 NE 2 C
Amoy	6 a.m. 30.14 60 88 NE 1 C
Swatow	" 30.13 60

## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000	\$2,005,774	Interim of £2 for first half year @ 8% 1/2 = \$21.942	5 1/2 %	\$85 sales London £86
National Bank of China, Limited	99,925	£7	£6	\$4,000	\$10,423	\$2 (London 3/6) for 1903	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$14 for 1907	7 1/2 %	\$195
North China Insurance Company, Limited	10,000	£15	£5	\$1,500,000	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 100 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$2,506,011	Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2 %	\$825 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000	\$592,763	\$12 and bonus \$3 for 1906	8 1/2 %	\$185 sales
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	0,000	\$100	\$30	\$1,000,000	\$372,423	\$6 and bonus \$2 for 1906	7 1/2 %	\$106 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$428,027	\$27 for 1906	8 1/2 %	\$330 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$7,000	\$7,015	\$1 for 1906	...	\$13 sellers
Douglas Steamship Company, Limited	20,000	\$10	\$50	\$200,000	NIL	\$24 for year ending 30.4.1908	7 1/2 %	\$33 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$17,755	\$14 for first half-year ending 30.6.08	8 1/2 %	\$293 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000	£13,755	{6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	5 1/2 %	{ \$37 sales
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	\$1,000,000	£13,755	Interim of Tls. 14 for account 1908	7 1/2 %	{ Tls. 471 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Second Interim of 1/- for a/c 1908	6 1/2 %	{ Tls. 511 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000	\$98	{ \$1.00 for year ending 30.4.1908	4 1/2 %	{ \$231 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	\$47,221	{ \$0.50 for year ending 30.4.1908	4 1/2 %	{ \$15 buyers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	10,000	£100	£100	\$1,000,000	Dr. \$279,271	\$8 for year ending 31.12.06	...	1112 1/2
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	Dr. \$135,131	\$1 for 1907	...	118
Perak Sugar Cultivation Company, Limited	7,000	£10	£10	\$70,000	Tls. 9,773	Tls. 34 for year ending 31.8.03	...	Tls. 95 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	000,000	£1	£1	\$1,000,000	£11,555	Final of 1/6 (coupon No. 12) for year end- ing 29.2.08	7 %	Tls. 161 buyers
Rub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000	Dr. £4,191	No. 12 of 1/- = 48 cents	...	\$81 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$3,720	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000	\$3,556	Final of \$14 making \$34 for 1907	7 1/2 %	\$451
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$384,247	Interim of \$4 for account 1907	8 1/2 %	\$92 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	Tls. 33,742	Interim of Tls. 24 for 6 months ending 31st October, 1908	6 1/2 %	Tls. 75 sellers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 3,500,000	Tls. 12,626	Interim of Tls. 4 for account 1908	6 %	Tls. 139 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 1011 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	Dr. \$4,200	\$24 for year ending 30.6.07	...	\$141 buyers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.50 for 1906	...	\$85 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$14,639	Interim of \$3 for account 1908	7 %	\$92 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$16,915	Interim of \$1 1/2 for account 1908	7 1/2 %	\$92 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$4,621	70 cents for 1907	5 1/2 %	\$33 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$658	\$14 for 1907	...	\$120 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	Tls. 107,547	Interim of Tls. 3 for account 1908	7 %	\$46 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,541	Interim of \$2 for account 1908	9 %	...
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 8,810	Tls. 5 for year ended 31.10.1908	6 1/2 %	Tls. 78 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$9,553	50 cents for year ending 31.7.08	5 1/2 %	\$9 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 69 sales
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 6,308	Tls. 8 for 1906	...	Tls. 74 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	Tls. 50,063	Tls. 50 for 1906	...	Tls. 285 buyers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	£648	1/10 per share for 1907 = \$1.037	11 1/2 %	\$81 buyers
China-Bonco Company, Limited	60,000	\$12	\$12	\$720,000	NIL	\$1.20 for 1907	11 1/2 %	\$112
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	£61,138	60 cents for year ended 28.2.06	...	\$44 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$1	\$1	\$125,000	\$3,593	80 cents for 1907	8 %	191 buyers
Dairy Farm Company, Limited	15,000	\$7 1/2	\$6	\$112,500	\$48	\$1.50 for year ending 31.7.08	5 1/2 %	\$14 sellers ex m.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$5,078	Interim of 40 cents for account 1908	10 %	\$90 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12 buyers
Hall & Holtz, Limited	27,000	\$20	\$20	\$540,000	\$8,957	\$2 for year ending 28.2.08	6 1/2 %	\$182 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$9,321	\$1 and bonus 30 cts. for year ending 29.2.08	8 1/2 %	\$220 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,578	Interim of \$4 for account 1908	8 1/2 %	\$224 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$8,191	Interim of \$1 for account 1908	8 %	...
Maatschappij tot Mijn- Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 17,127	{ 4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making \$50 to date	5 1/2 %	Tls. 855 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$7,471	{ 80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	{ \$14 sales
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	none	None	4 1/2 %	\$8
Philippine Company, Limited	75,000	\$10	\$10	\$750,000	none	Final of Tls. 4 making Tls. 74 for 1907	6 1/2 %	Tls. 121 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	11 1/2 %	Tls. 125 sellers
Shanghai-Gumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 8,493	Final of 37/6 making 25/6 for 1907	...	Tls. 437 1/2
Shanghai Waterworks Company, Limited	16,230	£20	£20	Tls. 1,900,000	Tls. 58,222	None	...	\$24 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	Dr. \$50,612	40 cents for year ending 31.5.08	7 1/2 %	Tls. 94 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$230	Tls. 64 for year ending 30.4.07	...	\$10
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 201	50 cents for 1907	5 1/2 %	\$13 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$111	{ 80 cents on 9,000 ord. shares and \$19.80 on 100 Four-100 shares for yr. end. 31.5.07	6 1/2 %	\$91
United Asbestos-Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,350	Interim of 30 cents a/c 1908	6 1/2 %	\$4
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$6,418	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	...
William Powell, Limited	15,000	\$7	\$7	\$105,000	\$3,95	...	...	...

\* These shares are entitled to half of the profits

## Intimations.

## DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

## FRENCH STORE

(Opposite ASTOR HOUSE).

## NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS,

&amp;c., &amp;c., &amp;c.

Hongkong, 21st November 1908. 140

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag

ex Factory.

SHEWAN TOMES &amp; Co.,

General Managers.

Hongkong, 15th August, 1908. 139

## O. C. MOOSA,

1 &amp; 8, D'AGUILAR STREET.

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &amp;c., &amp;c.

## LACE SCARFS, MOTOR VELS

IN

VARIOUS COLORS.

## MOUSQUETIERE GLOVES

IN

WHITE, BLACK &amp; COLORS.

## WOOLEN DELAINES, NUNSVAIL-

INGS, VOILES, &amp;c., &amp;c.

## LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 10th September, 1908. 137

Telephone: 482.

Telegrams: "Cyclometer."

## TYPEWRITERS

NEW, RE-BUILT and

SECOND-HAND.

We sell all makes without

prejudice.

## RE-BUILD &amp; REPAIR

STOCK

RIBBONS, CARBONS, &amp;c.

MACHINES EXCHANGED.

MANUSCRIPTS TYPED.

STENO-TYPISTS.

## DRAGON CYCLE

## DEPOT,

38-36, Des Voeux Road, Central,

Hongkong.

## To Let.

TO LET.

GOOD OFFICES at 7, PEDDER STREET.

Apply to—

JARDINE, MATHESON &amp; Co., Ltd.

Hongkong, 14th January, 1909. 190

TO LET.

GODOWN No. 54, DUBBEL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 1st January, 1909. 152

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE

BUILDINGS, and No. 162, Des Voeux

ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, Des Voeux ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 1st January, 1909. 151

## Intimations

## PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes

9.30 a.m. to 11.00 a.m. ... Every 15 minutes

11.00 a.m. to 12.45 p.m. ... Every 15 minutes

12.45 p.m. to 1.15 p.m. ... Every 15 minutes

1.15 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.15 p.m. ... Every 15 minutes

2.15 p.m. to 3.00 p.m. ... Every 15 minutes

3.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 12.15 p.m.